

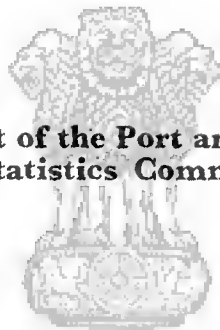
GOVERNMENT OF INDIA
MINISTRY OF TRANSPORT

**REPORT
OF THE
PORT AND SHIPPING
STATISTICS COMMITTEE**



PRINTED IN INDIA BY THE MANAGER
GOVT. OF INDIA PRESS, NASIK ROAD, 1955

**Report of the Port and Shipping
Statistics Committee**



सत्यमेव जयते

MEMBERS OF THE COMMITTEE

- (1) Shri M. A. Master (Trade & Industry, Bombay)—*Chairman*.
- (2) Shri S. N. Haji (Representative of Shipping)—*Member*.
- (3) Shri C. R. B. Menon, Director-General, Commercial Intelligence & Statistics, or his Deputy, Dr. S. G. Rao—*Member*.
- (4) Shri P. R. Subramaniam, Deputy Director-General of Shipping, Bombay—*Member*.
- (5) Dr. B. Ramamurti, Joint Director (Standards), Central Statistical Organisation, New Delhi—*Member*.
- (6) Shri A. Mudie, State Port Officer, Madras, from 7th August, 1953 to 28th October, 1953 and Shri L. H. Cornish, State Port Officer, Madras, from 29th October, 1953—*Member*.
- (7) Shri B. B. Gujral, Assistant Collector of Customs, Calcutta Customs House—*Member*.
- (8) Shri D. K. Guha, Assistant Traffic Manager, Calcutta Port Commissioners—*Member-Secretary*.



सत्यमेव जयते

GLOSSARY OF ABBREVIATIONS

U. S. A.	United States of America.
U. K.	United Kingdom.
T. C. A.	Technical Co-operation Aid.
T. C. M.	Technical Co-operation Mission.
C. P. C.	Calcutta Port Commissioners.
B. P. T.	Bombay Port Trust.
N. R. T.	Net Registered Tonnage.
G. R. T.	Gross Registered Tonnage.
Under Deck R. T.	Under Deck Registered Tonnage.
D.W. T.	Dead Weight Tonnage.
D. G. Shipping	Director General or Directorate General of Shipping.
D. G., C. I. S.	Director General or Directorate General of Commercial Intelligence and Statistics.
D. G. S. & D.	Director General or Directorate General of Supplies and Disposals.
I. S. D.	India Stores Department.
I. S. M.	India Supply Mission.
G. S. A.	General Services Administration.
N. H. P.	Nominal Horse Power.
B. H. P.	Brake Horse Power.
I. H. P.	Indicated Horse Power.
C. ft.	Cubic Feet.
M. S. Act	Merchant Shipping Act.
C. S. Act	Control of Shipping Act.
I. S. C.	Indian Shipping Companies.
B. S. C.	British Shipping Companies.
F. O. B.	Free on Board.
C. F.; C. & F.	Carriage and Freight.
C. I. F.	Carriage, Insurance and Freight.
F. O. R.	Free on Rails.
I. M. F.	International Monetary Fund.

CONTENTS

PART I.—REPORT

CHAPTER I.—INTRODUCTORY

PARAS.

Appointment of Committee and the original Terms of Reference	1-3
Amended and amplified Terms of Reference	4-7
Other points discussed in the first meeting	8
Issue of Questionnaire	9
Appointment of a Sub-Committee—Study of all questions on spot by personal interview	10-11
Information regarding Port and Shipping Statistics in leading Maritime countries	12-16
Cargo carried under the ownership and/or control of the Central or State Governments	17
Total deadweight tons of imports into and exports from India and the freight paid or payable thereon	18
Cargo coming to India under the T. C. A. Aid	19
Second Meeting	20-21
Passenger Traffic Statistics	22
Further interviews with the Director-General of Shipping	23
Additional interviews at Bombay	24
Concluding meeting and signing of the Report	25

CHAPTER II.—STATISTICS COLLECTED AND MAINTAINED BY MAJOR PORTS

Control and administration of Major Ports	27
Share of Major Ports in the total tonnages imported and exported	28
Maintenance of statistics under different groups	29
Subjects and fields which statistics should cover	30
Tonnages of principal commodities exported and imported	31-35
Number of commodities for which statistics maintained—their conversion into deadweight tons	36-39-A
Tonnage of principal commodities—Coastal and Foreign	40-44
Statistics for transshipment cargo	45-49
Regionwise tonnages of imports and exports of principal commodities	50-55
Madras cautions against the correctness of regionwise statistics	56-58
Flagwise tonnages of imports and exports	59-65
Imports and exports according to shipping lines and agencies	66-68
Statistics of cargo and passengers carried by and of the shipping tonnage of the sailing vessels	69-77
Passenger statistics	78-83
Number and tonnage of the ships that arrived or departed and entered and cleared	84-90
Import and export by dry cargo vessels and tankers	91-97
Turn-round of vessels at ports	98-106
Statistical expression not used in the same sense at all ports	107
Different basis of classifying ships at different ports	108
No uniform basis of allocating cargo to coastal and foreign trade	109-114
Different systems followed at different ports for entering or clearing [ships in foreign trade	115
How the Customs authorities enter and clear vessels into Foreign Trade	116-117
How the U. K. defines 'Foreign' and 'Coastal' Trade	118
How vessels are entered and cleared into foreign trade in the U. K.	119

	PARAS.
Port-wise statement of commodities at Madras defective	120
All Statistical expressions must have the same meaning at all the ports	121
Circulation and supply of statistics	122
Statistics supplied to the Ministry of Transport by the Major and Minor Port authorities	123-131
Statistics supplied to the Director General of Shipping, Bombay, by the Major and Minor Port authorities	132-143
Comparative statements of statistics of the Major and Minor Ports	144

CHAPTER III.—STATISTICS COLLECTED AND MAINTAINED AT MINOR PORTS

Number of Minor Ports and the authority controlling them	145
Who administers the affairs of Minor Ports	146-148
Who collects the statistics at Minor Ports	149-154
Basic documents from which statistics are collected	155-156
The nature of statistics collected—General Observations	157-161
Tonnages of commodities—separate figures for coastal and foreign trades	162-164
Linewise and agentwise particulars of imports and exports	165
Flagwise statistics of imports and exports	166
Separate statistics for dry cargo vessels and tankers	167
Particulars of transshipment cargo	168
Passenger statistics	169-175
Shipping statistics—number and tonnage of vessels that arrive and depart or enter and clear the ports	176-182
Tonnages of commodities imported and exported and passengers carried by sailing vessels	183-188
Circulation and supply of statistics	189

CHAPTER IV.—BASIC DOCUMENTS FOR STATISTICS COLLECTED BY PORTS

Basic documents for cargo statistics	192-196
Columns in the basic documents and how they are filled in	197
Basic documents for Customs Trade statistics	198
Number of Bills of Entry and Shipping Bills filed and their distribution at the different ports	199
Procedure in respect of delivery of imports and shipment of exports differ from port to port	200
How the particulars about weight are obtained in import and export applications	201-204
The Forms of the Basic documents	205-206
Names of the basic documents should be same at different ports	207
Gross weight to be shown in every import and export application	208
Uniform Nomenclature for charges of similar nature	209
Uniform procedure as regards delivery of imports and shipment of exports	210
Basic documents for cargo statistics at the ports which have no documents of their own	211
Basic documents for vessels and passengers	212-223
Forms of the Arrival and Departure Reports	224-227
Basic documents for sailing vessel statistics	228-229

CHAPTER V.—COMMODITIES FOR WHICH STATISTICS ARE COLLECTED BY PORTS

Names of Principal commodities	231
Number of Principal commodities	232-246

CHAPTER VI.—PUBLICATION OF STATISTICS OF PORTS

Who publishes statistics of Major Ports	248
Who publishes statistics of Minor Ports	249-251
Nature and extent of statistics published	252
Total tonnages of imports and exports	253
Tonnages of principal commodities	254
Transshipment cargo	255
Flagwise statement	256
Linewise statement	257
Agencywise statement	258
Regionwise statement	259
Separate figures for dry cargo vessels and tankers	260
Tonnage of principal commodities imported and exported by sailing vessels	261
Passengers	262
Entry and clearance of vessels with cargo and in ballast broken up into foreign and coastal trades	263
Entry and clearance of vessels	264
Entry alone of vessels broken up into coastal and foreign	265-267
Entry and clearance of sailing vessels	268
Turn-round of ships	269
Important statistics collected and maintained but not published	270-271
Who publishes the annual administration Reports and the traffic reviews	272
Does the Central Government publish Statistics	273
Availability of the administration report and the traffic reviews	274

CHAPTER VII.—SHIPPING STATISTICS PUBLISHED BY THE GOVERNMENT OF INDIA AND STATE GOVERNMENTS

Coasting Trade	277-283
Foreign Trade	284-286
Shipping statistics published by the D. G. C. I. S.	287-288
Special Features of the shipping statistics in the Annual statement	289-292
Field which shipping statistics should cover	293

CHAPTER VIII.—STATISTICS MAINTAINED BY THE DIRECTORATE GENERAL OF SHIPPING

Cargo Statistics

Statistics received from Indian Shipping Companies	298-301
Statements received from the different Major Ports and Minor Ports authorities	302-317
Shipping statistics in respect of Indian vessels	318-320
Register of Indian Ships—particulars of ships on the Indian Register	321
Register of Sailing Vessels—particulars of vessels of the Indian Register	322-334
Passenger Statistics	335-338
Statistics in respect of Indian Crew and Statistics in respect of Indian and non-Indian Officers on Indian vessels	339-347
Statistics in respect of freight on Imports and Exports	348
Sailing Vessels Statistics	349-351
General Information about the Indian Shipping Companies	352-353

CHAPTER IX.—INTERNATIONAL OBLIGATIONS FOR SUPPLYING STATISTICS

Agencies to which statistics are to be supplied	354-355
Standardisation of Transport Statistics	356

Statistics to be supplied to the United Nations	357-358
Statistics required by ECAFE	359-360
Statistics to be published and supplied under Convention of 1928	361-366
Collection of Additional Statistics	367
Statistics to be supplied to the International Monetary Fund	368-372

CHAPTER X.—STATISTICS WHICH GOVERNMENT TRADE AND SHIPPING INDUSTRY REQUIRE

Commodity Data for shaping Government Policy	375
Regionwise Statistics essential for regulating exchange control policy	376
Regionwise Data useful for Trade Agreements	377
Regionwise Data helps determining Tariff Policy	378
Countrywise commodities Data necessary for developing Import Export Business	379
Regionwise Statistics and Economic Operations on Ships	380
Development of Sailing Vessel Industry requires separate statistics	381-383
Flagwise Statistics and Development of Indian Shipping	384
Study of Flagwise Data for opening new Shipping Services	385
Purposes for which Government require passenger Statistics	386
Statistics for the implementation of the Emigration Policy	387
Statistics of the Entry and Exit of Foreigners	388
Statistics for the Development of the Tourist Traffic	389
Statistics regarding the entry of foreign tourists	390
Passenger List furnished to the Police and the Port Health Officers	391
Passenger Statistics to be collected under the Indian Merchant Shipping Act	392-393
Data of Passenger Traffic—Routes and Internal arrangements of Passenger Ships	394
Details essential for future Passenger Statistics	395
Movement of Passengers in the Coastal Trade of India	396
National Shipping Policy and Security and Flags that carry India's Trades	397
Turn-round of Ships and Port & Shipping Economy	398-401
Records kept by the Directorate-General of Shipping	402-403

CHAPTER XI.—STUDY OF PORT AND SHIPPING STATISTICS IN LEADING MARITIME COUNTRIES

Difficulties in the way of study	405
Detailed Data not received from all countries	406-407
Port Statistical Systems vary	408
Statistical Work carried on by several Organisations	409-411
Responsibility of different Government Departments for Statistics in the U. S. A.	412-414
Fairly good field covered by Cargo Statistics at Indian Ports	415
Necessity to maintain regionwise and Flagwise Commodities Statistics	416
Combination of Region and Flag in commodities Statistics	417
Considerable scope in improvement of our Passenger Statistics	418
Statutory Obligations for supplying Passenger Statistics in the U. K.	419
System of maintaining Shipping Statistics in India compared with that of the U. K.	420
Freight Statistics	421
How Freight Statistics are collected in foreign countries	422-425
Vessel Utilization and Performance Report	426
Labour Statistics	427
Statistics and Special Studies office in the U. S. A.	428

CHAPTER XII.—ADDITIONAL PORT AND SHIPPING STATISTICS —AGENCY FOR COLLECTION

Uniform Commodity Schedule	430-432
Additional Cargo Statistics—Commodity—Flagwise	433

Number of Flags	434
Commodity—Regionwise	435
Number of Regions	436
Statistics available from Commodity—Flagwise and Commodity—Regionwise Statements	437
Statistics of Coastal Cargo carried by Foreign flags	438
Tonnages of commodities carried by steamers and sailing vessels	439
Linewise and Agencywise Particulars of Imports and Exports	440
Flagwise Statement and the Tonnages of Total Imports and Exports	441
Same Bottom Cargo and Transshipment Cargo	442
Maintenance of separate Statistics for Tonnages imported and exported by Dry Cargo Vessels and Tankers	443
How International Obligations regarding Statistics for Cargo will be met	444
Basic Documents for additional Cargo Statistics	445-447
How International Obligations regarding Shipping Statistics will be fulfilled	448-454
Shipping Statistics	455-463
Passenger Statistics	464-468
Supply of Statistics of different types of vessels under International Obligations	469
Statistics of Sea Personnel	470
Turn-round of Vessels	471
Statistics regarding Port Facilities, Navigational Aids and Port Flotilla, etc.	472
Statistics regarding Officers who handle ships at Ports	473
Labour Statistics at all Ports	474
Construction of Ships	475
Laid-up Tonnage	476
Institutions for the training of Sea Personnel	477
Feasibility of drawing up, in future, a form based on the U. S. and Japanese Forms	478
Proposed Uniform Commodity Schedule	Pages 141-49

CHAPTER XIII.—AGENCY FOR COLLECTION, COMPILATION AND PUBLICATION OF STATISTICS

Collecting Agencies recommended by us	479-480
Primary collecting agency or cargo statistics	481-483
Central Agency	484-485
Statistics that should be published—Agency for publication	486-490
Formation of Groups of ports or submitting Statistics	491
Publication of Shipping Statistics	492
Publication of Passenger Statistics	493
Publication of Statistics maintained by D. G. of Shipping	494-496
New Staff or additional Statistics at Ports	497
Proposed Statistical branch in the D. G. Shipping's Office	498
Mechanisation of Statistics	499

CHAPTER XIV.—WHAT FURTHER STATUTORY POWERS ARE NECESSARY FOR COLLECTING ADDITIONAL STATISTICS

Present Statutory Powers of the Ports, Customs and D. G. Shipping	501-503
Existing Statutory powers for collecting cargo statistics	504
Rule 2 of the Landing and Shipping Fees	505
No fresh statutory power necessary for collecting additional cargo statistics	506
Additional Shipping Statistics	507-513
Additional Passenger Statistics	514-516
Additional Statistics of other nature	517

CHAPTER XV.—SUMMARY OF CONCLUSIONS AND RECOMMENDATIONS

Conclusions	518-522
Recommendations	523-578

CHAPTER XVI

Acknowledgements	579-589
----------------------------	---------

PART II.—APPENDICES

PAGES

I. Letters considered at the first meeting in connection with the question of modification of the original terms of reference	179-180
II. Letters exchanged between the Committee and the Ministry of Transport, on the terms of reference of the Committee	181-183
III. Questionnaires sent to Major and Minor Ports, the Collectors of Customs at Bombay, Cochin, Madras and Calcutta	184-208
Letters sent to the Ministries of the Central and State Governments	208-211
Letters addressed to the Indian National Steamship Owners' Association	212-213
IV. List of places visited by the Sub-Committee consisting of the Chairman and the Member-Secretary, and the parties with whom they had informal conversation during September and October, 1953	214
V. Letter issued by the Committee to the High Commissioner in the U. K. and the Indian Ambassadors in other progressive maritime countries	215
VI. Names of persons interviewed by the Member-Secretary during his visit to Delhi in November, 1953	216
VII. Names of persons interviewed by the Chairman and Member-Secretary at Delhi during February-March, 1954.	217
VIII. Names of persons interviewed by the Member-Secretary during his visit to Delhi during May, 1954	218
IX. Letters received from Shri C. R. B. Menon, D. G., C. I. S. and a member of the Committee	219-223
X. Names of persons interviewed by the Chairman and the Member-Secretary at Bombay	224
XI. Statistics collected and maintained, and statistics collected, maintained and published by the Major Ports	225-250
XII. Statistics collected and maintained, and statistics collected, maintained and published by the Minor Ports	251-265
XIII. The columns in basic documents for cargo statistics at the Major Ports and the ports in Saurashtra and how they are filled in and by whom	266-274
XIV. The number of copies of Bills of Entry for Home Consumption and Shipping Bills executed at the Major Ports and the Minor Ports in Saurashtra and how they are disposed of	275-277
XV. Conversion Table supplied by the Ministry of Transport, and followed by the Ports of Calcutta, Bombay, Madras and Cochin.	278

	PAGES
XVI. Names of commodities for which tonnages of imports or exports are maintained by the Major and Minor Ports (according to Administration Reports and Departmental Statements received by the Committee).	279-284
XVII. U. K. Merchant Navy—Statement of gains and losses, and net gain, during the month of February 1954, and total effective strength at the end of the month, based on an analysis of the effective section of the Central Register of Seamen	285-286
XVIII. International Standard Definitions for Transport Statistics	287-290
XIX. Table V. Transportation—Balance of Payment Manual A. Receipts, B. Payments	291-294
XX. New Forms of Embarkation and Disembarkation Cards under the Registration of Foreigners Rules, 1939	295-296
XXI. Vessels Utilization and Performance Report Forms of the U.S.A.	297-312
XXII. Text of Instructions in the U. K. regarding the conditions under which returns on shipping statistics are submitted	313
XXIII. Monthly Reports which the Japanese Shipping Companies have to submit to the Ministry of Transport, Japanese Government, in respect of operation and revenue and expenses of the Japanese vessels	314-315
XXIV. Shipping statistics about Arrivals and Departures at principal ports in the U. K. as published in the Board of Trade Journal, dated 7-11-1953	316-318
XXV. Return of Passengers leaving India in ships bound for places out of India	319
XXVI. Return of Passengers brought to India in ships arriving from places out of India	320
XXVII. Return of passengers carried in the Coastal Trade	321
XXVIII. Statement showing the 32 Ports and Port Groups which will be furnishing D. G. Shipping with Cargo and other statistics mentioned in Chapter XV	322

PART I—REPORT



सत्यमेव जयते

CHAPTER I

INTRODUCTORY

Appointment of Committee and the original terms of reference

1. On 7th May, 1953, the Ministry of Transport, Government of India, constituted the Port and Shipping Statistics Committee, consisting of the following members :—

- (1) Shri M. A. Master (Trade & Industry, Bombay)—Chairman.
- (2) Shri S. N. Haji (Representative of Shipping).
- (3) Shri C. R. B. Menon, Director-General, Commercial Intelligence & Statistics, or his Deputy Dr. S. G. Rao.
- (4) Dr. B. Ramamurti, Joint Director (Standards), Central Statistical Organization, New Delhi.
- (5) Shri P. R. Subramaniam, Deputy Director-General, Shipping, Bombay.
- (6) Shri A. Mudie, State Port Officer, Madras.
- (7) Shri B. B. Gujral, Assistant Collector of Customs, Calcutta Customs House.
- (8) Shri D. K. Guha, Assistant Traffic Manager, Calcutta Port Commissioners. Shri Guha was also to act as Secretary to the Committee.

2. With the retirement of Shri Mudie from service, Shri L. H. Cornish, who succeeded him as the State Port Officer, Madras, was nominated by the Ministry of Transport, Government of India as a member of the Committee in place of Shri Mudie.

3. The terms of reference of the Committee were set down as under :—

- (i) The type of port and shipping statistics that is already being collected and maintained in major and minor ports.
- (ii) The extent to which such statistics are being published either by Government departments or port authorities and whether there is any duplication of effort.
- (iii) Having regard to the needs of Government, the trade and international agencies, what further statistics should be collected in regard to ports and coastal and ocean-going shipping ; the agencies for collection and compilation ; the material that should be published and the manner of publication.

Amended and amplified terms of reference

4. As a result of the correspondence passed between the Chairman of the Committee, the Ministry of Transport and the Directorate-General of Shipping (text of letters given in Appendix I), it was felt by the Ministry of Transport that the Terms of Reference of the Committee should be amplified and it was decided by the Ministry that the question whether the terms of reference of the Committee required to be amended or not, might be left over to be discussed by the Committee itself at its first meeting in the first instance. Accordingly, at the first meeting of the Committee held on the 17th, 18th

and 19th August, 1953, the matter was fully discussed and sanction of the Government was sought for the proposed amended terms of reference.

5. The final terms of reference, as approved by the Government, are as under :

“I. To examine and report :

- (a) On port and shipping statistics that are already being collected and maintained in major and minor ports.
- (b) The extent to which such statistics are being published either by Central or State Government, or port authorities, and whether there is any duplication of effort.
- (c) On shipping statistics that are collected, maintained and published by the Government of India and State Governments.

“II. The Committee shall examine the existing system of collection, maintenance and publication of port and shipping statistics, in all its aspects, and make recommendations :—

- (a) as to what measures should be taken for collecting information regarding the cargo carried by all shipping companies in the coastal and overseas trades and the amount of freight payable thereon ;
- (b) as to what measures should be taken for collecting information in regard to the nature and quantity of cargo to be imported into India or to be exported from India, which may be under the ownership and/or control of the Central or the State Governments, or local authority, and the amount of freight that may be paid thereon ;
- (c) as to what measures should be taken for collecting further statistics in regard to ports and coastal and ocean-going shipping, with particular reference to the needs of Government, the trade and international agencies, and the shipping industry ;
- (d) in regard to the agencies that should collect and compile the statistics mentioned in (a), (b) and (c) above ;
- (e) in regard to the publication of the material referred to in (a), (b) and (c) above, and the manner of its publication ;
- (f) as to what further statutory powers will be necessary for giving effect to their recommendations.

In making their recommendations, the Committee may take into consideration on the nature and extent of the collection, maintenance and publication of port and shipping statistics, in such leading maritime countries as to the United Kingdom, the United States of America, Japan, Germany, Norway, Italy, Holland, Belgium and France.”

6. The letters exchanged between the Committee and the Ministry of Transport in this connection are given in Appendix II.

7. It was also decided that sanction of the Government should be obtained so that the Committee could correspond direct with the High Commissioner for India in the U. K. and Ambassadors for India in the U.S.A., Japan, Germany, Norway, Italy, Holland, Belgium

and France, in securing the information from those countries as stipulated in the last paragraph of the terms of reference. Sanction of the Ministry of Transport in this respect was also received in due course *vide* Appendix II.

Other points discussed in the First Meeting

8. In addition to the settling of the Terms of Reference, as desired by the Government, the Committee had a general discussion in connection with the statistics maintained by the major and minor ports, the carriage of cargo under the ownership and/or control of the Central and the State Governments, the collection of statistics in regard to the imports and exports in the overseas trades and the freight payable thereon, the obligation undertaken by the Union Government for furnishing statistics to the International Agencies, the basic source which should supply the data for the statistics required, International Standard definitions for Transport Statistics, the commodities for which statistics should be maintained, the statistics that should be collected relating to ships, ship-building, sea-personnel, training institutions, and facilities for sea-personnel, etc., and the nature and scope of additional statistics that should be collected to meet the needs of the Government, the Trade, the Shipping Industry, and for the purpose of promoting national economy.

Issue of Questionnaire

9. As a result of the general discussion, it was decided that a suitable questionnaire should be addressed to the interests concerned. The Committee discussed the terms of the questionnaire that should be issued and authorised the Chairman and the Member-Secretary to finalise the text of the same. As directed by the Committee, the questionnaire, as finally settled, was forwarded to the authorities of the Major and Minor Ports, Collectors of Customs, Secretaries of the Ministries of the Central Government and the Chief Secretaries/Chief Commissioners of the different States. Letters were also sent on this subject to the Secretary of the Indian National Steamship Owners' Association. The text of the questionnaire and the names of the parties to whom it was sent, have been given in Appendix III.

Appointment of a Sub-Committee—Study of All Questions on spot by Personal Interview

10. The Committee appointed a small sub-committee, consisting of the Chairman and the Member-Secretary, and authorised them to visit important ports on the East and the West Coasts of India, as well as in Saurashtra and Kutch, and requested them to carry on informal talks with the authorities concerned supplemented by further correspondence where necessary, for studying and examining on spot all questions connected with the collection, maintenance and publication of Port and Shipping Statistics, as well as issues arising out of their terms of reference. The places which the Sub-Committee visited in pursuance of this direction of the Committee and the parties with whom they had informal conversations are given in Appendix IV.

11. The informal conversations which the Sub-Committee had with the Chairman, Administrative Officers, Development Commissioner and all other officers at the major ports and the appropriate

officers of the States for the Minor Ports of Saurashtra and Kutch—the Collectors of Customs at Calcutta, Bombay and Madras and the Secretaries of the different departments of the States of Bombay, West Bengal and Madras, enabled them to understand the viewpoints of these authorities in connection with the points arising out of the questionnaire sent to them, and gave them an opportunity of explaining to them what they were expected to do and how they were required to assist them in the collection of further statistics. These talks supplied a very useful background to the various authorities which must have assisted them in submitting their written answers to the questionnaire after the interview they had with the Sub-Committee. The replies which the Committee have received have given them very useful material and provided very useful guidance in the submission of their final recommendations in connection with the points raised in their terms of reference.

Information regarding Port and Shipping Statistics in Leading Maritime Countries

12. With a view to obtaining information, as required in the terms of reference, in regard to the nature and extent of the compilation, maintenance and publication of Port and Shipping Statistics and the organisational arrangements made for the same, letters were addressed direct by the Committee, with the permission of Government, to the High Commissioner for India in the United Kingdom, and the Ambassadors in the United States of America, Japan, France, Norway, Italy, Holland, Belgium and West Germany. The text of the letter thus addressed has been given in Appendix V.

13. This enquiry has entailed the exchange of long and protracted correspondence. While the High Commissioner and the Embassies have sent very interesting and useful information, the very fact that all that had to be obtained by exchange of letters has not been found quite satisfactory and has left many gaps unfilled in connection with vital aspects of this important question. This was the experience even after carrying on correspondence for a period of more than six months. A suggestion was, therefore, put before the Government of India, Ministry of Transport, in April, 1954, for sending a member of the Committee at least to the two countries of the United Kingdom and the United States of America for gathering all relevant information and making an on-the-spot study of all problems connected with the enquiry, with the help of the appropriate authorities in those countries. While appreciating the object with which the suggestion was made, the Government held the view that a strong case could not be made out for its acceptance under the existing financial conditions. They advised that the help of the Missions of the countries concerned, stationed in Delhi, might be taken for such information and clarification as might be further required.

14. In pursuance of this advice, the Member-Secretary interviewed the Heads of the Missions in Delhi during May, 1954, but he was informed that no further clarifications could be given by these Missions on the spot. The list of persons interviewed by the Member-Secretary in Delhi in this connection, is given in Appendix VIII.

15. In one of their letters the Embassy of India in Washington have stated that perhaps further information could have been obtained by a representative or delegation, sent specifically to that country

on the basis of formal, negotiated agreement between the Government of India and the Government of the U.S.A.

16. As it was, however, not possible to send any representative abroad on the grounds mentioned in paragraph 13, the Committee had to make the best use of whatever materials they could collect by correspondence.

Cargo carried under the Ownership and/or Control of the Central or State Governments

17. There has been extensive correspondence between the Committee and the different Ministries of the Central Government and the various departments of States on the subject of the quantum of the cargo under the ownership and/or control of the Central and the State Governments and the autonomous bodies started by them, and the freight payable thereon. As it was considered necessary to obtain further clarification on certain points by direct interviews, the Member-Secretary was directed to proceed to Delhi and meet the officers concerned on three occasions as follows :

- (1) In November, 1953—Names of the persons interviewed by the Member-Secretary in Delhi are given in Appendix VI.
- (2) In February-March, 1954—Names of the persons interviewed by the Member-Secretary in Delhi are given in Appendix VII.
- (3) In May, 1954, when the Member-Secretary was asked also to contact the Missions of foreign Governments in Delhi as mentioned in para. 12. Names of the persons interviewed by the Member-Secretary on this occasion are given in Appendix VIII.

Total Deadweight Tons of Imports into and Exports from India and the Freight Paid or Payable thereon

18. As the Reserve Bank of India had undertaken to conduct on behalf of the Government of India, a survey designed to collect data pertaining to India's freight and passage fare payments, both the Chairman and the Member-Secretary had several interviews with Shri Pendharkar, Officiating Director, Shri Ramanujam, Deputy Director, Balance of Payment Division, and Shri Deshmukh, Department of Research and Statistics. They had supplied the Committee with useful notes indicating the scope, purpose and extent of their survey. As the freight on exports did not come within their survey, the Chairman and the Member-Secretary were informed that the same would be covered by the Exchange Control Department. Both Shri Master and Shri Guha had, therefore, several talks with Shri Jeejeebhoy, Deputy Controller, Exchange Control Department. As a result of these informal talks, letters were addressed by the Committee to the Deputy Controller of Exchange Control Department, on the 3rd February, and to the Director, Balance of Payment Division, on the 8th day of that month. Replies received from both these Departments made it clear that the purpose for which they were conducting their survey or recording information would not cover the entire field with which the Committee was asked to deal. Moreover, the Research Department would not be collecting information ship by ship

or even in all cases company by company. The matter was further taken up by the Chairman and the Member-Secretary with Shri Ambegaokar, Secretary to the Government of India, Department of Economic Affairs, Ministry of Finance, during their visit to Delhi in March. The question was also discussed with the late Shri N. M. Buch, Director-General of Shipping, and with Shri B. R. Patel, the present Director-General of Shipping. All these discussions and exchange of correspondence have proved of considerable assistance to the Committee in their deliberations and in framing their recommendations for this purpose.

Cargo coming to India under the T.C.A. Aid

19. As a substantial volume of cargo is being imported into India under the T.C.A. Aid, Colombo Plan Aid or any other similar Aids, both the Chairman and the Member-Secretary had interviews with Shri Ambegaokar and Shri Narasimham, Secretary and Joint Secretary respectively of the Department of Economic Affairs, Ministry of Finance. A number of demi-official letters in regard to the advance information of the shipment of this cargo and its movement by Indian ships has also been exchanged between the Chairman and Shri Ambegaokar, Shri N. Raghavan Pillai, Secretary-General, External Affairs Department, and Shri D. L. Mazumdar of the Department of Economic Affairs. The letters and the interviews have clarified the position and helped the Committee in arriving at their conclusion in connection with the movement of this Aid cargo.

Second Meeting

20. The second meeting of the Committee was held in Bombay on the 10th, 11th and 12th February. The work done by the Sub-Committee since the holding of the first meeting was explained to the members. The Committee considered the replies received to their questionnaire from the Major and Minor Ports, the Customs Houses, the different Ministries of the Central Government, and the Governments of different States. Letters received in connection with the procedure adopted by countries abroad for the collection of port and shipping statistics were also placed before the Committee. Notes prepared by the Member-Secretary in connection with—

- (a) the international obligations of the Government of India regarding submission of cargo, shipping and freight statistics,
- (b) the statistical requirement of the Government of India, Indian Shipping and the Indian Public, and
- (c) the procedure to be adopted for collecting particulars of freight paid or payable on imports into or exports from India,

were also carefully examined by the Committee. The question as regards the additional port and shipping statistics that should be maintained, the scope, nature and coverage of these statistics, the form in which the same should be collected and maintained, the Central agency which should be ultimately entrusted with the task of carrying on with these statistics and the question of what statistics should be published and by whom and how they should be published, were fully gone into by the Committee. The various statutory obligations vested in Port Authorities, Customs or the Director-General

of Shipping, for the collection of port and shipping statistics and the statutory obligations imposed on ships, their owners, officers, and on shippers and consignees to furnish the information demanded from them in regard to these statistics, also formed an important part of the Committee's deliberations. The Committee also considered the two letters received from their colleague, Shri Menon, dated the 10th October, 1953, and the 22nd January, 1954, copies of which are given in Appendix IX. The Committee took broad and general decisions in regard to the questions mentioned above and indicated the lines on which further enquiry should be made and further information should be obtained. As the information from foreign countries had not been received, in regard to vital questions, the Committee came to the conclusion that it was essential that further correspondence should be carried on at least for a few weeks more before satisfactory information was obtained from those sources. After the receipt of such information and after obtaining further clarification from the authorities in India to whom the questionnaires were sent, either by personal interview or by further correspondence, as may be considered necessary, the Chairman and the Member-Secretary should draft the Report in the light of the general conclusions and lines indicated by the members at the meeting. The next meeting should be called for the consideration of the draft Report and that the draft should be sent to the members at least a week before the meeting is held.

21. As regards the points raised by Shri Menon, whether the Customs Collectorate or the Port Authorities should be the agency for the collection of shipping statistics, the Committee after examining the question from all aspects, decided that it should be the Port Authorities who should be entrusted with that task. This matter will be dealt with fully at its proper place.

Passengers Traffic Statistics

22. Dr. Ramamurti, one of the members of the Committee, was good enough to draw the attention of the Chairman and the Member-Secretary to the draft report of the Working Party on Migration Statistics. He also gave them a copy of that Report for their perusal and guidance. The Member-Secretary had also talks with the Health Officer and the Customs Authorities at Bombay on this subject. The Indian as well as the foreign shipping companies also complied with the request of the Committee and forwarded the forms—actually filled in—in which passenger statistics were submitted by them. Valuable information in this connection was also obtained from the United Kingdom. The points mentioned in the Working Party's report and the forms and information received from all the other parties mentioned above, assisted the Committee in evolving their final conclusions on this subject.

Further Interviews with the Director-General of Shipping

23. As the Committee had taken the decision at their second meeting that the central agency for the collection, co-ordination and compilation of the statistics, should be the Directorate-General of Shipping both the Chairman and the Member-Secretary had several interviews

with the new Director-General of Shipping, Shri B. R. Patel. A proforma of the bulletin, in which the statistics thus compiled and co-ordinated, should be published, was placed before him for his comments and advice. Questions arising out of the movement of cargo coming under the control and ownership of the Central and the State Governments and those arising out of the collection of information in regard to freight paid or payable on the imports and exports of India, were also discussed with him. The Director-General of Shipping has already been maintaining certain statistics. Whether any modification in the form in which such statistics are maintained, was necessary, and what additional statistics should be maintained by the Directorate-General of Shipping, were subjects on which the advice of the Director-General of Shipping was sought. These conversations and the suggestions made, and guidance given by the Director-General of Shipping, have been of great value in the deliberations of the Committee. This matter will be dealt with more fully in the Report in a separate chapter.

Additional Interviews at Bombay

24. Names of persons with whom the Chairman and the Member-Secretary had informal discussions at Bombay are given in Appendix X.

Concluding Meeting and signing of the Report

25. The Committee met finally at Bombay from the twelfth to the seventeenth July, 1954. The draft report, previously circulated amongst the members, was then discussed and finalised on the seventeenth July 1954. The report was signed by the members of the Committee on the seventeenth July, 1954.



CHAPTER II

STATISTICS COLLECTED AND MAINTAINED BY MAJOR PORTS

26. We have been asked to examine and report on Port and Shipping Statistics that are being collected and maintained in major and minor ports and the extent to which such statistics are being published either by the Central and State Governments, or by Port authorities, and whether there is any duplication of effort. We propose to examine the statistics maintained by major ports in this Chapter. The next Chapter will be devoted to the examination of the statistics maintained by minor ports. The sixth Chapter will deal with the question of the publication of these statistics.

Control and Administration of Major Ports

27. There are six major ports in India to-day. They are Calcutta, Bombay, Madras, Cochin, Visakhapatnam and Kandla, in order of volume of cargo handled by them. Kandla is still under construction and has not yet begun to function as a full-fledged major port. Although all these major ports come ultimately under the control of the Central Government, their affairs are administered by different agencies. Bombay, Calcutta and Madras are administered by Statutory Port Trusts. The affairs of Cochin and Visakhapatnam are administered by the Central Government in the Ministry of Transport and the Ministry of Railways respectively, through an Administrative Officer. Both Cochin and Visakhapatnam have got Port Advisory Committees, which assist the Administrative Officers of the Port in their management. The Ministry of Transport is responsible for the construction of the Port at Kandla in Kutch and its affairs are administered through a Development Commissioner. The extent of the autonomy which the Ports enjoy thus varies from port to port.

Share of Major Ports in the Total Tonnages Imported and Exported

28. Out of the 25 to 26 million tons of cargo that move annually in or out of all the ports in India, over 21 million tons of cargo are handled by the six major ports. Calcutta handled over nine and a half million tons and Bombay over six and a half million tons—nearly 58 per cent. of the total trades in 1952-53. Madras dealt with over two millions, Cochin over a million and a half, and Visakhapatnam nearly a million and a quarter tons of cargo during that period. These major ports account over 80 per cent. of the coastal and overseas trades of India and play an important part in the national economy of the country. Information in regard to trade and shipping, which passes through these ports, is, therefore, of great interest to the country and the collection and maintenance of their statistics become consequently a matter of national importance and national obligation.

Maintenance of Statistics under different Groups

29. The statistics which are collected and maintained at these major ports may be divided for the sake of convenience into four broad groups : those which are collected and maintained purely for departmental use, those which are circulated to the Trustees of the

Ports or to the Members of the Advisory Committees ; those which are sent to the Ministry of Transport, the Directorate-General of Shipping, other officials and certain non-official organization ; and those which are incorporated in the Administration Reports of the Ports and are published. The tabular statement attached to this Report and marked Appendix XI, sets forth the nature of the statistics that fall under these groups.

Subjects and Fields which Statistics should cover

30. While we shall make reference, as necessary, to the statistics falling under these different groups in subsequent paragraphs, the point of real importance is, however, the subject matter with which these statistics have to deal. These statistics must cover, among other subjects, cargo, passengers and ships which play the most vital part in the working of a port. The tonnage of imports and exports of different commodities ; number of passengers embarked and disembarked ; number of ships arrived and departed, together with their tonnage and flag ; the extent of the movement of different commodities and ships in coastal and foreign trades, the volume of these commodities, the number of passengers and the tonnage of ships that came from or went to different regions ; the flag and its tonnage that carried or brought these commodities and passengers to and from these regions ; the participation of steamers and sailing vessels in the carriage of these commodities and passengers in the coastal and foreign trades to and from different regions ; and the nature and speed of the turn-round of ships—these are some of the important aspects of the working of a port for which a port is expected to collect and maintain statistics. These are some of the view-points which are borne in mind in examining, in subsequent paragraphs, the statistics collected and maintained both by major and minor ports.

Tonnages of Principal Commodities Exported & Imported

31. Handling of the commodities imported and exported, forms one of the most important daily activities of a port. Any contraction or expansion in the tonnage handled by the port, will considerably affect its financial position. Moreover, the volume of the principal commodities which a port has to land or to load, will supply it with the vital data essential in the formation of its budget. Statistics regarding the tonnage of the principal commodities imported into or exported from the port are, therefore, regularly maintained by all the six major ports in the country.

32. Bombay Port maintains two sets of figures of the deadweight tonnage of cargo imported and exported. Those maintained vessel-wise are called 'Traffic Returns'. They are based on ship's draft readings in the case of dock cargo. Those kept commoditywise are called 'Revenue Returns'. They are based on the particulars given in the import and export 'Chapas'. These two sets of figures do not tally. While the final totals of the tonnages of imports and exports handled at the docks and bunders came to 66,38,000 tons according to the Traffic Returns, similar totals of tonnages, according to the Revenue Returns, in 1952-53, stood at 65,22,000 tons in the same year. There was thus a difference of 1,16,000 tons in a year between the Traffic Returns and the Revenue Returns.

33. Kandla Port gives tonnages of commodities imported and exported only in Landing and Shipping Tons based on the wharfage documents. No conversion table is adopted to turn them into deadweight tons.

34. Cochin gives, however, the particulars of these tonnages both in Landing and Shipping Tons as well as in deadweight tons. While the Landing and Shipping Tons were 1,641,441 in 1951-52, the deadweight tons came to only 1,580,847. Here also there was a difference in a year of 60,494 tons between these two sets of figures. The Administration Report for the Port of Cochin for 1952-53 gives, however, figures in deadweight tons only.

35. The remaining three ports, viz., Calcutta, Visakhapatnam and Madras have only one set of figures, i.e., deadweight tons in all the statistics of the commodities imported and exported at those ports.

Number of Commodities for which Statistics are maintained—Their conversion into Deadweight Tons

36. Commodities for which statistics are collected and maintained are expressed in terms of different units of charge, i.e., Tons, Gallons, Bales, Yards, etc. When the unit of charge is other than that of tons, the different units are, however, converted into deadweight tons according to the scales of conversion.

37. Calcutta, Bombay, Madras and Cochin adopt a standard conversion table supplied by the Government of India.

38. Visakhapatnam does not use the conversion table which it received from the Ministry of Transport under their letter dated the 1st February, 1947. It, however, adjusts its figures into deadweight tons according to the conversion table sanctioned by the Railway Board, under their Notification No. 2101/T.C. dated 28-2-1948.

39. Kandla has not adopted any conversion table.

39-A. It will, therefore be realised that there is no uniformity at all the ports in converting cargoes into deadweight tons. It is, however, essential that there should be uniformity and a standard table of conversion sanctioned by the Central Government should be adopted at all the ports in India. Further, the number and the nature of principal commodities for which statistics are kept, vary from port to port. The number of principal commodities imported for which statistics are maintained and published in the Administration Reports are 60 at Bombay, 55 at Calcutta, 14 at Madras, 39 at Visakhapatnam and 24 at Cochin. Similarly, the number of principal commodities exported for which statistics are maintained are 32 at Bombay, 41 at Calcutta, 9 at Madras, 51 at Visakhapatnam, 24 at Cochin.

Tonnage of Principal Commodities—Coastal and Foreign

40. The Trades which a port has to serve, fall under two distinct groups: Coastal Trade and Foreign Trade. Charges to be levied on coastal and foreign goods are not always uniform. Different scales of charges have been fixed at some ports for the goods coming under these different categories. This necessitates the breaking up of the

tonnage of principal commodities into coastal and foreign. Moreover, as the coastal trade has been reserved, it is essential that particulars about the volume of cargo moving in these two different trades should be separately maintained.

41. Statistics regarding the tonnage of principal commodities, imported and exported, have been broken up into coastal and foreign, and such statistics are regularly maintained at Cochin and Madras. The coastal figures are further broken up and separate particulars in regard to the tonnage of principal commodities, imported and exported by steamers and sailing vessels, are also given by these two ports.

42. Bombay maintains a departmental statement which gives the tonnages of principal commodities imported and exported. They are broken up into foreign and coastal. Commodities under the heading, Coastal Trade, are further broken up into those brought by steamers and those brought by sailing vessels. This statement is, however, not published in the Administration Report of the port. These tonnage figures are based on revenue returns. Calcutta and Visakhapatnam have assured us that statistics thus broken up into foreign and coastal could be maintained by them.

43. As a matter of fact, Calcutta maintains the tonnage figures broken up into coastal and foreign in the regionwise list which it prepares in connection with the principal commodities imported and exported. One can find from that statement the break-up of these tonnages into coastal and foreign. Moreover, Calcutta assures us that, though not separately maintained, separate figures are available and can be furnished, if required. Visakhapatnam maintains portwise statement broken up into coastal and foreign, and gives the total of imports and exports under coastal and foreign, every month.

44. Kandla Port does not maintain these figures separately, as it says that it has got almost negligible foreign traffic at present. Particulars of foreign traffic are, however, suitably recorded in the registers kept by that port.

Statistics for Transhipment Cargo

45. None of the ports, except Cochin, maintain statistics in regard to the cargo transhipped at the port.

46. Bombay Port does not maintain separate figures of transhipment cargo. Traffic Returns include them and Revenue Returns exclude them. Bombay Port, however, adds that separate figures of transhipment cargo except those transhipped in the stream can be maintained from the particulars given in the 'Chapas'.

47. Calcutta Port assures us that it can maintain these figures but it will be necessary to introduce a new form of assessment of port charges on cargoes offering for transhipment to foreign and coastal trades so that the information required may be easily extracted.

48. Madras Port has no separate record of transhipment cargo. It is, however, possible to get these figures, at short notice, from a register of applications of import and export cargo transhipped at the port.

49. Kandla is not a transshipment port and the transshipment traffic is almost 'nil' at the Port of Visakhapatnam. No separate figures of transshipment cargo are, therefore, maintained at these two ports.

Regionwise Tonnages of Imports & Exports of Principal Commodities

50. A port is naturally interested in the study of the regions from which its principal commodities are imported or to which they are exported. Such a study is essential not only for maintaining the level of the trade that passes through the port and for securing its expansion wherever possible, but it is also vital for preventing the diversion of its traffic to other ports. A careful and constant examination of these problems will enable it to take steps in regard to its charges and other matters, which may become necessary, both for the retention as well as for the expansion of its traffic, with different regions. Statistics, therefore, of the principal commodities, according to regions from which they are imported, or the regions to which they are exported, would furnish important data for maintaining and promoting the economy of the port.

51. Such statistics are, however, not maintained at present at all the major ports. Bombay does not maintain the statistics of tonnages of principal commodities, imported and exported, regionwise. The position so far as Kandla is concerned is the same.

52. Calcutta prepares, however, a departmental statement which gives information of the tonnages of principal commodities imported and exported, regionwise.

53. Similarly, Cochin and Madras maintain departmental statements giving regionwise information of the principal items of its imports and exports. Madras also maintains a separate quarterly return of cargo imported from the United Kingdom and America. It also maintains a separate quarterly return for the export of raw and tanned hides and skin to the United Kingdom, Europe and the United States of America, and the import of mineral oils from different countries.

54. Visakhapatnam maintains a monthly departmental statement which gives information as regards the ports from which the imports in the foreign trade are consigned to Visakhapatnam and the ports to which exports in the foreign trade are sent from that port. The statement contains the tonnages of the chief commodities which are thus consigned to or consigned from. For instance, the statement shows that 2,506 tons of wheat were consigned from Brisbane, Australia, to Visakhapatnam, and 3,493 tons of iron ore were consigned to Hamburg from Visakhapatnam in July, 1953. As regards coastal cargo, particulars of the ports are only given for the commodities which are exported from Visakhapatnam. For instance, 1,381 tons of beedi leaves were consigned to Tuticorin and 2,339 tons were consigned to Cochin from Visakhapatnam Port in July, 1953.

55. It will, therefore, be noted that the principle of maintaining statistics of chief commodities of imports and exports, regionwise, has been recognised and beginnings have already been made to maintain them in varying degrees and under varying coverage at the major ports, referred to above.

Madras Cautions against the Correctness of Regionwise Statistics

56. Madras has stated that the region from which the commodities are imported or to which they are exported, is determined from the port from which the vessel started or to which she sailed, as given in the Register of Arrivals at, and Departures from, the Port. It is obvious that the regionwise information on the basis will not be always correct. For instance, if the cargo is imported into Madras from Belgium and if the starting point of the steamer by which it is imported is Liverpool Port, that cargo would be classified as imported from the United Kingdom and not from Belgium. Incidentally, the Madras Port Authority has also pointed out that the figures of coasting trade given in their comparative quarterly return may not always indicate the correct position. The vessel's port of origin is obtained from the Register of Arrivals of Ship and if it is a foreign port her cargo is classified as foreign, even if she had touched a coastal port in her voyage and picked up cargo for Madras. For example, a vessel starting from a port in the Continent might have picked up a substantial quantity of cargo at Bombay on her way to Madras and yet in the compilation of the statement, this tonnage would be considered wholly as foreign and excluded from the comparative quarterly return of coastal cargo. Madras, however, points out that if these figures have to be accurate, the Steamer Manifest should be examined and the tonnage, whether it is coastal or foreign, should be determined.

57. Cochin also maintains regionwise figures according to the port of origin and destination, as furnished in the Import and Export applications. If cargo coming from intermediate ports were to fall under the port of origin, regionwise statistics will not give a correct picture.

58. It is, therefore, essential that the basic document from which statistics are compiled, must indicate the port and the country from which the cargo is actually imported or to which the cargo is actually exported.

Flagwise Tonnages of Imports and Exports

59. During recent years, major ports have, under the direction of the Transport Ministry, begun to maintain statistics of the total deadweight tonnage of imports brought and exports carried, according to the flag of the ships which bring or carry them.

60. Bombay and Calcutta Ports give the total number of vessels under different flags and the total deadweight tonnage of cargo imported and exported by each of these Flags both under the coastal and the foreign trades. These figures are again broken up into Docks and Bunders at Bombay and Jetties and Docks and Overseas and Docks and Overseas at Calcutta.

61. So far as Madras is concerned, the flagwise statistics are maintained in the same way as at Bombay and at Calcutta, but they are neither broken up into coastal and foreign, nor into cargo discharged at quays or overside. The aggregate figures of imports and exports by vessels of each flag are, however, further classified under the headings of Coal, Oil, Foodgrains and other General Cargo.

62. Visakhapatnam maintains a monthly statement of the share of Indian and foreign shipping engaged in India's foreign trades. This statement gives the particulars of the tonnage of imports and

exports brought or carried by the number of ships in different flags. This flagwise statement gives particulars of the imports of oil, foodgrains and other commodities from adjacent countries, viz., Burma, Pakistan and Ceylon, and from foreign countries separately under the ships of each flag.

63. Cochin states that it has been maintaining, from the 1st April, 1953, statistics showing the aggregate quantity of cargo unloaded and loaded as foreign trade and coastal trade by ships of different flags. It also maintains a monthly flagwise statement which gives separate figures of the tonnages of imports of oils; foodgrains and other cargoes under the ships of each flag, together with the aggregate tonnage of all exports under the ships of the same flag.

64. Kandla has, as stated above, not yet begun to function as a full-fledged major port. It is, however, understood that the port will also maintain the flagwise statistics when it begins to operate as a major port.

65. It will be observed from what is stated above that the coverage under the flagwise statement under the major ports, is not uniform throughout. Some ports give more details than others. Moreover, as the coastal trade of India has been reserved to Indian ships from August, 1950, cargo under the coastal trade will be carried in the future only by ships of the Indian Flag. The Flagwise statement given in the Administration Report of the Port of Calcutta for the year 1952-53 show that out of the total of 2,222,369 tons imported and exported at that port in the coastal trade, 704,822 tons were imported or exported by non-Indian Flags. These figures, therefore, show that about 31 per cent. of the coastal trade at Calcutta was handled by foreign ships, although the coastal trade of India has been reserved to national ships from August, 1950. The position, however, as revealed in the Administration Report for the Port of Bombay, for the same year, shows more hopeful signs. Out of the aggregate tonnage of 1,615,146 tons imported and exported in the coastal trade at Bombay, only 44,917 tons were brought or carried by non-national flags. This represents less than 3 per cent. of the total coastal trade at that port. The question, therefore, viz., whether the flagwise statement should continue to give, in the future, separate particulars for the coastal and foreign trades, requires reconsideration.

Imports and Exports according to Shipping Lines and Agencies

66. Statistics are also maintained by the Bombay and the Madras Ports of the total number of vessels of different shipping lines that come to the Ports. They give separate figures of the total tonnages of imports and exports brought by all the vessels of each of the shipping lines. Bombay breaks up these figures into coastal and foreign. The coastal and foreign figures are again broken up into docks and bunders at which the cargo may have been landed or from which the cargo may have been shipped. Bombay also gives separately these figures again according to the shipping companies and the various agencies which look after these shipping companies at that port.

67. Cochin gives only the number of vessels of different shipping lines which visit the port. These vessels are again sub-divided under Tankers, Colliers, other merchant vessels and motor boats, tugs, barges, etc. They do not give any figures regarding the deadweight tonnage of imports or of exports brought to or carried from the Port by the vessels of these lines.

68. Calcutta, Visakhapatnam and Kandla do not maintain any statistics of the total tonnage of imports and exports brought and carried by different shipping lines that serve these ports. Calcutta says, however, that it can compile Linewise figures from existing records.

Statistics of Cargo and Passengers carried by and of the Shipping Tonnage of the Sailing Vessels

69. Sailing vessels play an important part both in the coastal and the overseas trades of India. The way in which they have helped the economy of India during the last war justifies special attention being paid to the statistics in regard to the cargo and passengers they carry and the routes they serve. A Special Officer has been appointed in the Directorate-General of Shipping, by the Government of India, for putting the transport by sailing vessels on a sound and durable basis. The need, therefore, of maintaining separate statistics of the tonnages of principal commodities and the number of passengers carried by steamers and by sailing vessels has become more pronounced than before.

70. So far as Bombay Port is concerned, tonnages of principal commodities imported or exported by sailing vessels are only given under the Coastal head. They are not given under the head : Foreign. It also gives information in regard to the number of sailing vessels, together with their gross and net registered tonnage and the total quantity of imports and exports they carry with separate figures both for the Coastal and Foreign trades.

71. Calcutta has practically no trade by sailing vessels. It maintains, however, a departmental statement of the tonnages of commodities landed or loaded by sailing vessels. In 1952-53, such tonnage amounted to 84 tons for imports and 42 tons for exports.

72. Visakhapatnam has got almost negligible traffic by sailing vessels. Only thirteen vessels of a tonnage of 2,133 tons and only three sailing vessels of a tonnage of 398 tons entered Visakhapatnam Port in 1951-52 and in 1952-53, respectively. It, therefore, does not maintain any separate figures of the cargo traffic by these vessels.

73. Madras and Cochin prepare, however, detailed statements of the tonnages of principal commodities of imports and exports brought or carried by sailing vessels. Cochin also gives the total quantity both in deadweight and in Landing and Shipping Tons of goods carried by sailing vessels.

74. Kandla maintains a separate register for the tonnages of chief commodities landed from or loaded into sailing vessels. This information is compiled from the manifest and inward entries and outward clearances filed with the port. Foreign traffic is suitably recorded in this register.

75. No record is kept at any of these Major ports of the carriage of passenger by sailing vessels. Bombay points out that it is difficult to obtain information owing to the reluctance of the owners of these vessels in furnishing the same. Even the Principal Officer, Mercantile Marine Department, and the Collector of Customs regretted their inability to secure these particulars.

76. As regards the number and tonnage of sailing vessels that enter or clear the major ports, the number of sailing vessels that

enter together with their net tonnage are given in the administration Report of the Ports of Bombay, Madras and Visakhapatnam. The particulars of the number and tonnage of both the sailing vessels that enter as well as of those that clear, are recorded in the Administration Report of Cochin.

77. Kandla maintains a separate register giving particulars of the number and tonnage of the sailing vessels that enter and clear the port.

Passenger Statistics

78. Bombay Port maintains statistics in regard to the number of passengers arriving from foreign countries and the number leaving for foreign lands. The countries are grouped together in seven different regions. They are (1) Europe (including Aden, Red Sea Ports and Egypt), (2) Australia (including Colombo), (3) Far East (including Colombo, China, Japan and Straits Settlement Port), (4) Africa (East and South), (5) America, (6) Persian Gulf (including Saurashtra and Cutch Ports and Karachi), and (7) Other Ports. Both the inward and the outward passengers are classified under two broad heads, viz., Saloon and Deck. Information as regards sex of the passengers is not maintained. There was no response from Shipping Lines to the request to furnish these particulars according to the ports of call. No information is given either as regards Shipping Lines or the Flags which bring or carry these passengers. Particulars of the movement of passengers from Bombay to the coastal ports—(1) Konkan Coast, (2) West Coast of India (Kanara and Malabar Coast Ports), (3) Karachi (including Saurashtra and Cutch Ports) and (4) Other Ports, are maintained in the same way as the movement of passengers from Bombay to foreign ports.

79. Calcutta has not formerly maintained statistics in respect of passenger traffic. Since 1st April, 1953, the Port has started compiling regular statistics in respect of passenger traffic separately for Saloon and Deck Traffic, as these figures are required to be incorporated in the Annual Administration Report of that port.

80. As very little traffic in passengers emanates from or terminates at the port of Visakhapatnam, that port has not been maintaining statistics regarding passengers.

81. As regards Madras, statistics, regarding the arrival and departure of passengers, are maintained, classified under two heads: viz., Unberthed and Saloon Passengers. These figures are again broken up into regions from which the passengers come or to which they go. The first region covers ports within the Madras State, the second the ports beyond the Madras State, but within India. The third group deals separately with the movement of passengers between India and Burma, India and Ceylon, India and the Straits, and India and other ports. These statistics are published in the Administration Report for the Port of Madras.

82. Statistics of passengers arriving at or departing from Cochin are maintained in the same way as they are maintained at Madras, as regards the regions from which they come or the regions to which they go. Instead of, however, classifying the passengers under Saloon and Deck, they are classified under three categories, Male, Female and Children. The Administration Report of the Port publishes these statistics.

83. Kandla writes that no passenger steamer touches that Port. It adds that a list showing the number of passengers embarking and disembarking the Ferry Service between Kandla and Navlakhi is maintained for record.

Number and Tonnage of the Ships that Arrived or Departed and Entered or Cleared

84. Let us now examine the arrivals and departures, and entries and clearance of ships. Bombay maintains departmental statements which give particulars of the number and the gross tonnage of the ships that enter the port and the ships that leave the port. They are broken up into Coastal and Foreign. Separate figures of ships entering with cargo or in ballast are not maintained. The Administration Report gives the number and the gross and net registered tonnages of vessels which enter the port. It does not give information regarding the ships that leave the port. These particulars are, however, maintained by the Department. The statement given in the Administration report is divided into four sub-heads : (1) Coastal, (2) Foreign, (3) Tankers and (4) Colliers. The tonnage and the number of Tankers and Colliers are excluded from the tonnage of steamers and sailing vessels given under the sub-heads Foreign and Coastal. There were no sailing vessels above 350 tons net that visited the port in 1952-53. Particulars of the number and tonnage of sailing vessels of 350 tons net and below are supplied by the Customs. This statement further records the number and the gross registered tonnage of ships under 29 different Flags.

85. At Calcutta, the system is, however, more elaborate. The Administration Report of that port gives the number of vessels with their gross and net registered tonnage which enter the port with cargo or in ballast or which leave the port with cargo or in ballast, broken up again into foreign and coastal. Separate figures of the number of ships together with their gross and net registered tonnage carrying salt, sugar, coal, petrol and general cargo, are given in this statement. It is, therefore, more elaborate than any similar statement maintained at other major ports.

86. Visakhapatnam maintains a departmental statement giving particulars of the number and tonnage of the vessels that enter or clear the port, broken up into coasting and foreign. This statement does not give any separate particulars of steamers and sailing vessels. The Administration Report, however, gives separate figures under two heads : Foreign Vessels of all nationalities, and Coasting Vessels. The sub-head Coasting Vessels gives separate particulars of the number and tonnage of steamers and sailing vessels. The Administration Report gives particulars only of the vessels that enter the port. Information in regard to the vessels that leave the port is not incorporated in the Administration Report.

87. As regards Madras, a departmental statement gives particulars of the number and net registered tonnage of the vessels that enter and clear the port under two separate heads, viz., Foreign Trade and Coasting Trade. This statement does not contain the particulars in regard to the number and tonnage of the sailing vessels that enter or leave the port. The Administration Report, however, gives particulars of the number of vessels that enter the port, together with their gross registered tonnage, under the following

heads : (1) Foreign, (2) Coastal, (3) Tankers, (4) Colliers, (5) Government Vessels, and (6) Sailing Vessels. One, therefore, finds therein particulars regarding the number and tonnage of sailing vessels that enter the port, which is not to be found in the departmental report. The Administration Report also breaks up these particulars under Foreign Vessels and Coasting Vessels. As regards Foreign Vessels, it gives particulars of the number and gross tonnage of the ships engaged in trades with Straits Settlements and Colombo and those engaged in trade with other countries.

88. A departmental statement at Cochin gives separate particulars of the number and tonnage of the steamers and sailing vessels that enter and leave the port. It also maintains a fortnightly statement of the arrival and departure of steamers, together with their nationality and net registered tonnage, broken up into coastal and foreign trades. The Administration Report, however, gives particulars of the number and tonnage of vessels that enter the port, divided into Foreign Vessels of all nationalities trading with Straits Settlements and other regions, and Coasting Vessels sub-divided into steamers and sailing vessels.

89. Kandla maintains a departmental statement giving particulars of the number of ocean-going vessels and sailing vessels that enter and leave the port, together with their tonnage.

90. It will thus be noticed that while fullest information in regard to the number and tonnage of ships that enter or clear the port with cargo or in ballast is not maintained at all the ports, the nature and extent to which information is maintained varies from port to port.

Import and Export by Dry Cargo Vessels and Tankers

91. As over three and a half million tons of petrol and petroleum products are imported into India every year, it is desirable that separate statistics of the imports and exports by dry cargo vessels and tankers should be maintained. Moreover, petrol and petroleum products in bulk cannot be imported by dry cargo ships. They require tankers specially built for the purpose.

92. Bombay Port publishes in its Administration Report, the number of tankers, together with their gross and net registered tonnage, that enter the port every year. It also publishes a separate statement giving the tonnages of the various oils and petrol imported and exported by tankers.

93. Calcutta Port does not maintain such statistics at present. It, however, assures us that separate figures for dry cargo vessels and tankers can be compiled and supplied in regard to the future transactions, if required.

94. Madras Port maintains such separate figures. It gives the number of tankers, together with their gross tonnage that enter the port. In its Administration Report for 1951-52, it has also given separate figures of the imports of petrol, kerosene oil, fuel oil and other mineral oils, by tankers. It also gives separately the total tonnages of imports and exports of oils by tankers in its Linewise statement. These separate figures, however, are not given in the Administration Report for the year 1952-53.

95. Cochin was not formerly maintaining such separate figures. It, however, assures us that separate statistics of imports and exports by dry cargo vessels and tankers will be made available from 1953-54.

96. Kandla states that as no tankers arrive at that port, the question of maintaining such separate statistics does not, therefore, arise at present.

97. Visakhapatnam Port was not formerly maintaining separate statistics for Tankers and Dry Cargo Vessels. It has been, however, maintaining these separate figures departmentally from the year 1952-53. While the number and tonnage of the tankers which visited the port have not been given, separate figures of the tonnages of oils imported and exported by tankers have been recorded in a departmental statement.

Turn-Round of Vessels at Ports

98. No question has caused more concern to shipowners during recent years than the question of the turn-round of ships at ports. The quick despatch of ships at ports helps them considerably in the economy of their working. Delay in ports, however, seriously affects their financial position. In that case, not only is the earning capacity of a ship substantially reduced but the company also needs a far larger number of ships for the carriage of the same tonnage of Cargo.

99. As the observations made by Sir William Crawford Currie, Chairman of the Peninsular and Oriental Steam Navigation Company, Limited, at its annual meeting held on the 13th June, 1949, give a very vivid picture of the serious financial consequences which delay in the turn-round of ships at ports will bring to shipowners, we offer no apology in quoting them at length. Sir William Currie remarked :

“Delays in ports are a very serious problem. I had a careful study made by one of our large subsidiaries on three queries :

- (a) How many extra ships would be required to do in 1948 what its pre-war fleet did ?
- (b) What would such increased fleet represent in capital outlay, compared with the cost of the pre-war fleet ?
- (c) What would the operating costs be ?

The answer to (a) was 150 ships would be required to do the work of 107 pre-war ; this is a direct result of slow turn-rounds.

To (b) the answer was that the pre-war fleet of 107 ships costs £24,000,000. 150 ships, if built at present costs, would represent a capital outlay of £80,000,000.

To (c) the operating costs including normal depreciation would be in region of £25,000,000 for 150 ships on present operating costs against £7,000,000 on the 107 pre-war vessels. All this to perform the same services and carry the same amount of cargoes as in 1938.”

100. Moreover, delay in the turn-round of ships seriously affects the earning of the shipowners. It also substantially reduces the revenue of the port and considerably increases the cost of its services. It will, therefore, be agreed that the collection and maintenance of

statistics in regard to turn-round of ships at ports is a matter of vital importance to all concerned.

101. Bombay Port maintains statistics of the number of days taken by individual vessels to load or to discharge cargo. The statement also gives the number of days for which a vessel remains idle or under repairs.

102. Calcutta was not formerly maintaining any statistics in regard to the turn-round of import and export vessels. As such statistics are now required to be incorporated in their Annual Administration Reports, they have begun to compile them.

103. Madras maintains very detailed particulars about the turn-round of ships. It gives the time of arrival, the time of berthing, the time of shifting, and also tonnage discharged and loaded by vessels. from 6 A.M. to 6 A.M. It also gives the period lost by a ship in waiting for a berth and also gives the number of hours for which she remains idle. It also prepares a special weekly statement about the turn-round of Colliers and other vessels at the port.

104. Visakhapatnam and Kandla do not maintain statistics of the turn-round of ships.

105. Cochin was not formerly maintaining such figures. They are now being collected for departmental information.

106. Although some of the major ports maintain statistics regarding the turn-round of ships departmentally, the implications and the consequences of the information collected on this very important subject do not find any place in the Administration Reports of these ports.

Statistical Expression not used in the same sense at all Ports

107. "Coastal Ship" and "Foreign Ship", "Foreign-going steamer", and "Coasting Steamer", "Coastal Trade" and "Foreign Trade", "Vessels entered in Coastal Trade" and "Vessels entered in Foreign Trade" "Coasting Passengers" and "Overseas Passengers"—these expressions are used in connection with the statistics collected and maintained by the ports in India. They are, however, not used in the same sense at all ports.

Different Basis of Classifying Ships at Different Ports

108. First of all, it must be pointed out that there are no uniform definitions for these expressions. The Indian Merchant Shipping Act defines, however, a "foreign-going ship" and a "home-trade ship", as follows :

"Foreign-going ship means a ship not being a home-trade ship, employed in trading between any port in British India and any other port or place" ; and

"Home-trade ship means a ship employed in trading between any ports in India or between any port in India and any port or place on the Continent of India or in Straits Settlement, or in the Island of Ceylon."

These definitions are not followed by any port in connection with the statistics of the vessels that visit that port. On the contrary, Madras Port Trust has accepted the definitions of "Coasting Ship" and

“Foreign Ship”, as laid down in Part II of the First Schedule to the Indian Ports Act, 1908. The definitions given in that Act are as follows :

“Coasting Ship or Coasting Steamer, means respectively a ship or steamer which at any port discharges cargo exclusively from, or takes in cargo exclusively for, any port in the Island of Ceylon, or any port of India between the Western-most part of Sind and South-Eastern-most part of Burma ; and Coasting Steamer includes a Coasting Steam Vessel having a general pass under section 164 of the Sea Customs Act, 1878 (VIII of 1878) ;” and

“Foreign Ship or Foreign-Steamer means respectively a ship or steamer not being a Coasting Ship or Coasting Steamer.”

According to the above definitions, a steamer coming from Rangoon and discharging cargo at Madras, or a steamer departing from Madras and discharging cargo at Colombo, will be called a Coasting Ship. This will not be the position at Bombay. The classification of the ship as ‘Foreign’ or ‘Coastal’ is determined by the original port of departure or the port of final destination. In both the above cases, the ship will be classified as ‘foreign,’ at Bombay.

No Uniform Basis of Allocating Cargo to Coastal and Foreign Trade

109. For the purpose of classifying cargo as “Coastal” and “Foreign”, it is not the classification of the ship but it is the port from which the cargo is shipped or at which it is to be discharged, is a matter of vital importance. Let us, therefore, examine how the ports allocate their imports and exports to the coastal and foreign trades. The Bombay Port Trust classifies vessels as “Foreign” or “Coastal” in accordance with the original port of departure or the port of final destination. In allocating, however, the cargo to the coastal or to the foreign trades, it takes into consideration the port of origin from which the goods are shipped or the port of destination to which the goods are consigned. The goods are, therefore, not allocated, as ships are, on the basis of the original port of departure, or the final port of destination. Let us take an example. If a steamer comes to Bombay from Rangoon *via* Cochin, that steamer will be classed as a ‘Foreign Ship’. The cargo which may be imported into Bombay from Cochin by that steamer, will not be classified as ‘Foreign’, but as ‘Coastal’. We are informed by the Bombay Port Trust Authorities that that is the manner in which they classify the totals of imports and exports in their Linewise and Flagwise statements and their commodities in their departmental statements. In other words, the principle on which the cargo is allocated to the coastal or the foreign trade, is determined in accordance with the port at which it is actually shipped or the port to which it is actually carried.

110. Madras Port has, however, made the following statement :

“From the ports of origin and destination of each vessel, as obtained from the Shipping Register of Arrivals and Departures of vessels and noted in the Register referred to, the cargo statistics of commodities imported and exported, coastal and foreign, can be furnished.”

If a ship, therefore, came to Madras from Liverpool, *via* Bombay, the cargo which it may have imported from Bombay will be classified as 'foreign' because the port of origin in this case will be Liverpool, which is a foreign port.

111. The position at Calcutta is as under: "Any sea-going vessel which loads cargo at a coastal port in the Indian Union and discharges it at Calcutta, is treated as a coastal vessel, irrespective of her nationality, for the purposes of compilation of Trades Statistics and the cargo discharged from such a vessel is shown under the heading 'coastal imports' even if it is transshipment cargo of foreign origin. The same procedure is followed in the case of exports".

112. Visakhapatnam includes all exports and imports to and from a foreign port, that is a port outside the Indian Union, as foreign trade and all exports and imports to and from a coastal port, that is a port within the Indian Union, as coastal trade.

113. Cochin lays down that while "foreign trade" means 'trade to and from ports in foreign countries including Pakistan, Burma and Ceylon'. "Coastal Trade" means 'trade to and from ports in Indian Union'. Despite this definition, the Cochin Port treats vessels engaged in trade exclusively, with the ports in the Indian Union, Pakistan, Burma, and/or Ceylon, under a coastal licence, as vessels entered or cleared in coastal trade. But cargoes carried by such vessels to and from Burma, Ceylon and Pakistan, are treated as 'foreign'. This is confusing. The vessel is classed as 'coastal' while the cargo brought by it is characterised as 'foreign'. This characterization is, however, in accordance with the principle that the allocation of cargo to foreign or to coastal trade must be based on the fact whether the port from which it was shipped or to which it was exported, was coastal or foreign.

114. It will thus be seen that ports do not follow the same principle in the allocation of their cargoes to the coastal or the foreign trades. In other words, these expressions have not the same meaning at all the ports.

Different Systems followed at Different Ports for Entering or Clearing Ships in Foreign Trade

115. When we come to study the import of the expressions "Vessels entered into coastal trade" and "Vessels entered into foreign trade", we find that different ports interpret these expressions in different ways. For instance, while Visakhapatnam includes all vessels bringing cargo from any port outside the Indian Union as vessels entered in foreign trade with cargo, Cochin does not include vessels engaged in trade exclusively with Pakistan, Burma and/or Ceylon, under a coastal licence, as vessels entered in foreign trade with cargo, when they enter Cochin from these ports. Moreover, if a vessel enters Bombay *via* Okha, with its ports of origin as Liverpool, it will be characterised as a vessel entered at Bombay with cargo into foreign trade. If, however, vessel enters Bhavnagar after touching Bedi, and even if the port of origin of that vessel is Liverpool, Bhavnagar will classify that vessel as a vessel entered with cargo into coastal trade. Again, if a vessel coming from Liverpool to Bombay, lifts cargo from Bombay to Cochin, it will be cleared at Bombay into foreign trade. That will not be the case when it clears from Cochin to Madras, with the port of origin being Liverpool.

How the Customs Authorities Enter and Clear Vessels into Foreign Trade

116. The Indian Customs Authorities, however, classify the vessels in the foreign trade as under :

“Vessels in the foreign trade are recorded as entering on the voyage inwards at the first port at which cargo is discharged, and as cleared on the voyage outwards at the last port at which cargo is laden. If on the inward voyage, they enter a port in India for discharging only a part of their cargoes and then proceed to other ports in India, their clearances and entries after arrival at the first port are recorded in the Coasting Trade whether they ship ‘Coasting Cargo’ or not, for the foreign voyage is deemed to have ended on arrival at the port where part of the cargo is first discharged. If vessels on the voyage outwards load with part cargo for a foreign port, and part for some other port or ports in India, they are recorded at the first port of departure as cleared in the Coasting Trade and such vessels are again recorded as cleared in the Foreign Trade at the last Indian port.”

117. It will thus be seen that if a vessel coming from Liverpool and discharging cargo at Bombay, continues its foreign voyage to Calcutta after touching at five ports on the coast, at all the five ports the entries and clearances of the vessel, according to the Customs Authorities, will be in the coastal trade. It will thus be realised that the statistics thus collected regarding the entry and clearance of the tonnage in the coastal trade give an exaggerated picture of the tonnage and vessels that serve the coastal trades of India.

How the U. K. defines ‘Foreign’ and ‘Coastal’ Trade

118. For the purpose of shipping statistics, in the United Kingdom, ‘foreign trade’ is defined for the purpose of these Returns as comprising vessels proceeding direct from any foreign port to a port in the United Kingdom, or *vice versa*, or proceeding from one port to another in the United Kingdom so long as they have on board cargo or mails shipped abroad or shipped in the United Kingdom for discharge abroad or passengers from or for a foreign port. ‘Coasting Trade’ is defined as embracing vessels exclusively employed between ports in the United Kingdom.

How Vessels are Entered and Cleared into Foreign Trade in the U.K.

119. Vessels at the ports of the United Kingdom are entered into foreign trade at the first port of entry and are cleared into foreign trade at the last port of departure. There are only records of arrivals and departures of the vessels at the intermediate ports. In other words, if a vessel entered Liverpool from India, and touched five intermediate ports before leaving London for India with cargo, she will be recorded at Liverpool as entered into foreign trade. She will also be shown as arrived and departed at Liverpool. There will be only records of arrivals and departures at the intermediate ports *i.e.*, ports of call between Liverpool and London. As the London Port is the last port of departure, it will be cleared at that port into foreign trade. At the same time she will be shown as arrived and departed at London.

Portwise Statement of Commodities at Madras Defective

120. Madras maintains a statement of the tonnage of commodities portwise or countrywise. The countrywise figures are based more or less on the ports of origin and destination of ships. This is obviously not correct. If cargo is allocated countrywise, on the basis of the ports of origin and destination, we may have to classify cargo imported into Madras from Belgium as coming from United Kingdom, if the port of origin was Liverpool.

All Statistical Expressions must have the same Meaning at all the Ports

121. It is, therefore, essential that all these important expressions which are used in connection with statistics, should have the same meaning at all the ports. We have examined these questions in Chapter XII and have set forth our recommendations in connection therewith in that Chapter.

Circulation and Supply of Statistics

122. We do not propose to go into this subject in detail in this Chapter. We shall, however, refer, in the next paragraphs, to the nature of the statistics which are regularly and periodically furnished to the Director-General of Shipping, and to the Ministry of Transport by the major and minor port authorities. Information in detail in regard to the nature and extent of statistics which are maintained exclusively for departmental use, which are circulated amongst the Trustees of the Port, or to the members of the Advisory Committee connected with the Port, and which are supplied to specific officials of ports, has been given very fully in a tabular manner in Appendices XI and XII. Although the present Chapter deals only with statistics maintained by the major ports, we shall deal now with the subject of circulation of statistics by major and minor ports together, with a view to having a comprehensive idea as to what statistics are received by the Ministry of Transport and the Directorate-General of Shipping from the major and minor ports authorities.

Statistics Supplied to the Ministry of Transport by the Major and Minor Port Authorities

123. There is considerable variation in the number, nature and the period of the reports which major and minor ports have been submitting to the Ministry of Transport, Government of India.

124. Reports on the working of the Port and its progressive traffic position, are periodically submitted. Bombay submits weekly and fortnightly reports, whereas Calcutta and Madras send fortnightly reports. Cochin submits two reports, (i) fortnightly, and (ii) monthly. Kandla sends progress report on various aspects of cargo, shipping and other particulars.

125. Flagwise statements of the tonnage of cargo discharged and loaded are submitted monthly by Bombay, Madras, Visakhapatnam and Cochin and by the State of Saurashtra, in respect of the minor ports under its control.

126. Statements showing the deadweight tonnage of principal commodities of imports and exports are submitted by Bombay, both monthly and quarterly. Cochin, however, sends a quarterly report on the same subject, restricted to chief principal commodities and others grouped together as miscellaneous.

127. Bombay submits a monthly report of the number and tonnage of the vessels engaged in trade which entered and left the port.

128. Madras sends a quarterly statement of the portwise tonnages of principal commodities imported and exported, at the port.

129. In addition to this, reports have to be submitted on the traffic in certain specific commodities. Bombay and Cochin send daily statistics in regard to the position of the traffic in foodgrains. Madras submits quarterly statements in regard to the export of groundnut, groundnut oil in bulk and in drums, raw and tanned hides, ores and scrap iron, and in regard to the imports of coal, foodgrains, mineral oils, and of imports from Europe and America.

130. Annual Administration Reports are submitted by Calcutta, Bombay, Madras, Visakhapatnam and Cochin.

131. Annual Traffic Review of cargo and shipping, steamers and sailing vessels published by the State of Saurashtra, and the Administration Report of the minor ports in Madras and Andhra, published by the Madras State, and the Administration Report of the Port of Tuticorin submitted by the Tuticorin Port Trusts and published by the State, are also sent to the Ministry of Transport.

Statistics Supplied to the Director-General of Shipping, Bombay, by the Major and Minor Port Authorities

132. Calcutta, Bombay, Madras, Visakhapatnam and Cochin send their Annual Administration Reports to the Director-General of Shipping.

133. Madras State forwards annually, the administration reports of the minor ports in Madras and Andhra, and the Annual Administration Report of the Tuticorin Port Trust. In future, the Andhra State Government will send separately the Annual Administration Report of the minor ports controlled by that State.

134. The State of Saurashtra sends its annual traffic review of cargo and shipping, of steamers and sailing vessels. In addition, it also sends a detailed statement of cargo and shipping of sailing vessels every six months.

135. Cochin forwards to the Director-General of Shipping, a daily statement of the movement of Indian ships at that port.

136. Bombay sends copies of statements circulated to the Trustees every month, from which the Director-General of Shipping prepares two statements: (a) Flagwise statement of cargo discharged and loaded during the month, and (b) Cargo carried by the Indian shipping companies during the month.

137. Calcutta sends two statements every month showing: (a) Flagwise tonnage of cargo discharged during the month, and (b) Flagwise tonnage of cargo loaded during the month.

138. Madras sends two statements every month showing: (a) Flagwise tonnage of cargo discharged and loaded by various vessels, and (b) Tonnage of cargo discharged and loaded according to the Ports the vessels arrived from or departed to.

139. Visakhapatnam and Cochin send a monthly statement each, showing flagwise tonnage of cargo loaded and unloaded.

140. The Orissa State Government sends a monthly statement showing tonnages of cargo loaded and unloaded at the Port of Chandbali (the only minor port in Orissa) according to the flags of the vessels. At present, vessels of Indian flags only visit this port.

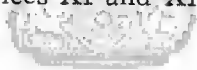
141. The Madras State Government sends two statements every month. One set of statements gives the flagwise tonnage of cargo loaded and discharged at each of the minor ports, including Tuticorin. The other statement shows the tonnages of commodities imported and exported by sailing vessels at each of the minor ports. The Andhra State Government follows the same procedure as the Madras State Government, in respect of minor ports under its control. The Port of Tuticorin, in addition, sends a list of colliers whenever there is a collier at the port.

142. The Bombay State Government sends two statements monthly in respect of the Port of Okha ; one gives flagwise tonnages of cargo loaded and unloaded, the other gives tonnages of commodities loaded and unloaded according to certain commodities. The Bombay State Government, however, does not send any statement in respect of the other 84 minor ports under its control.

143. The Cutch State Government sends an annual statement showing the number and tonnages of sailing vessels entering and leaving the different minor ports under the control of the State.

Comparative Statements of Statistics of the Major and Minor Ports

144. Two comparative statements, one for the statistics collected and maintained, and the statistics collected, maintained and published at the major ports, and the other for the statistics collected and maintained, and statistics maintained and published by the minor ports, are given in Appendices XI and XII.



सत्यमेव जयते

CHAPTER III

STATISTICS COLLECTED AND MAINTAINED AT MINOR PORTS

Number of Minor Ports and the Authority controlling them

145. There are 155 minor ports, excluding the ports in Andamans and Nicobar islands, 3 are situated in Orissa, 27 in Madras, 6 in Andhra, 5 in Travancore-Cochin, 84 in Bombay, 23 in Saurashtra, and 7 in Kutch. They are all, except Okha, controlled by the States in which they are situated. Okha, although situated in the State of Saurashtra, is controlled by the State of Bombay.

Who administers the Affairs of Minor Ports

146. Although all the 155 minor ports come under the direct control of the States to which they belong (except Okha), it is remarkable that the affairs of only 65 minor ports are managed by the officials of the States. The work of administration, the duties of a Conservator, and the work of collecting statistics—all these responsibilities for the remaining 90 ports : 84 in Bombay, 4 in Travancore-Cochin and 2 in Kutch—are carried out by the officials of the Customs. All the Customs officials at the 84 minor ports of Bombay are under the administrative control of the Collectorate of Central Excise, Bombay.

147. At four minor ports in Travancore-Cochin, namely, Quilon, Trivandrum, Colachel and Koilthottam, the Customs Collectorates are also in charge of the Port Conservator's duties and the port offices.

148. As regards the five ports in Kutch, separate Port Administrative staff, under the State Government, has been appointed from April, 1953, to look after the affairs of Ports of Mandvi, Mundra and Jakhau. Even the Customs officers, appointed as Assistant Conservators, at the Ports of Koteswar and Lakhpat, are now under the Government of Kutch.

Who collects the Statistics at Minor Ports

149. No statistics, either for cargo passengers in respect of the coastal or the foreign trade, are maintained at the 84 minor ports in the Bombay State. There is very little foreign trade, as such, handled at these ports, except on a small scale from Portuguese India and Pakistan. The Customs officials at these ports forward Customs documents to the Statistical Branch of the Collectorate of Customs, Bombay. That office compiles the figures of imports and exports of coastal and foreign trades at minor ports, and submits a consolidated statement showing the quantities and value of exports and imports of coastal and foreign trades at the ports in Bombay State, to the Directorate-General of Commercial Intelligence, and Statistics, Calcutta. The only statistics which are maintained at these ports by the Customs officers are the monthly statements of vessels giving particulars of the vessels entering and outgoing. They are also submitted direct to the Statistical Branch of the Collectorate of Customs, Bombay. It will, therefore, be obvious that the Bombay State does not get any statistics from these 84 minor ports under its control. It was estimated in his report on the survey of minor ports in

India, by Shri Nanjundiah, that the approximate deadweight tonnage of imports and exports passing through the minor ports of Bombay, was about a million tons in 1949-50. We would, therefore, like to emphasize the fact that the statistics relating to cargo tonnages and passengers at these minor ports are not maintained.

150. At the four ports of the Travancore-Cochin State, statistics are collected and maintained by the Customs officials at the port offices of those ports. Such statistics are, however, not available at the port office in Alleppey, as they are maintained at present by the Sea Customs, at that port. The question of taking over the work of collecting statistics at these ports from the Customs officials and giving it to the officials of the State is now under the consideration of that State.

151. As regards two minor ports in Kutch, it is the Customs officials who collect these statistics. These Customs officials have been under the control of the State Government, since April 1953.

152. Even as regards the 65 minor ports, where the administration is carried on by the officers of the States, statistics are collected by Customs officials at the three ports of Orissa, 14 ports of Madras and Andhra, and the three ports of Kutch. The officials of the State Governments at these ports obtain, however, these statistics from the Customs officers and, consequently, these statistics are available to those States.

153. At the remaining 45 ports, it is the officers of the States themselves who collect these statistics.

154. It may be mentioned here that the Chief Commissioner for Kutch has informed us that shipping statistics are being collected from April 1953, at the five minor ports of Kutch by the officers who are under the control of the State Government. It will be, therefore, possible to collect statistics in the manner useful from the point of view of port administration. As that State is anxious to maintain uniformity in this matter with other ports of India, the nature and the extent of the further statistics that should be collected and the arrangements that the State should make for the same will be decided by the State after they know the decision of the Government on the recommendations to be made by this Committee.

Basic Documents from which Statistics are collected

155. As regards the basic documents from which these statistics are prepared, there is again no uniform system at the ports. Customs documents are the basic documents from which statistics are prepared at the three ports of Orissa, 14 ports of Madras and Andhra, five ports of Travancore-Cochin, 84 ports of Bombay, and five ports of Kutch. It will, therefore, be noted that while port documents supply the source of statistics at 44 minor ports—19 in the States of Madras and Andhra, 22 in the State of Saurashtra, 2 in the State of Kutch and Okha situated in the State of Saurashtra, but controlled by the State of Bombay—Customs documents furnish the data for the remaining 111 minor ports in the country. This is in sharp contrast with the position obtaining in this matter at all the six major ports where the same set of officers discharge all the three responsibilities mentioned in paragraph 146. In other words, both the basic source of information for the statistics and the collecting agency for the same are not uniform throughout the minor ports of India.

156. The point which, however, deserves to be specially noted in connection with the nature of the basic documents is this. Although port data is arrived at from Customs documents for 111 out of 155 minor ports, the total quantity of cargo for which these documents supply statistics is only 25 per cent. of the total trade handled by these ports. On such data as is available, we find that while the cargo handled by the 44 minor ports, where statistics are based on Port documents come to about three million tons, the cargo handled by the 111 minor ports, where statistics are based on Customs documents, is estimated at a little over a million tons only. This will clearly emphasise the fact that even to-day the data supplied by the port documents on which statistics are based, cover 75 per cent. of the entire trade of all the minor ports of India.

The nature of Statistics collected—General Observations

157. As no statistics are collected and maintained by the 84 minor ports of the Bombay State, except the monthly statement of the tonnage of ships entered and cleared, as referred to in paragraph 156 above, we deal in subsequent paragraphs, with the collection and maintenance of statistics at the remaining 71 minor ports in the country.

158. As regards the three ports in the State of Orissa, only the port of Chandbali is actually functioning. There is only coastal trade at that port. Neither has it got any passenger traffic nor is any traffic brought to or carried from it by sailing vessels. Out of the seven minor ports in the State of Kutch, Mandvi is alone open to foreign trade. All the other six ports are practically closed to foreign traffic. Moreover, some ports handle very little traffic indeed. For instance, out of the 32 minor ports of Madras and Andhra (excluding Tuticorin), while four ports handled a cargo traffic of 803,931 tons in 1952-53, the remaining 28 ports dealt with a traffic of only 260,347 tons during that period. Again, out of these 28 ports, the traffic for 14 ports aggregated to only 28,953 tons.

159. Similarly, in the State of Saurashtra, while 17 minor ports handled a traffic of only 188,409 tons in 1952-53, the five important ports, viz., Bhavnagar, Bedi, Navalakhi, Veraval and Porbander, dealt with cargo aggregating to 944,530 tons in that year. Even here, 10 out of 17 minor ports, mentioned above, handled only 22,873 tons of cargo.

160. Further, both the ports of Okha and Tuticorin handle substantial quantities of cargo. While Tuticorin handled 517,386 tons in 1952-53, Okha dealt with 404,033 tons in that year.

161. These large variations in the traffic, handled at the different minor ports influence, no doubt, the nature and the extent of the statistics that are collected at these ports. This important aspect of the volume and nature of business handled at the minor ports merits careful consideration in the study and examination of the statistics of cargo, passengers and shipping at the different ports in India.

Tonnages of Commodities—Separate Figures for Coastal and Foreign Trades

162. Tonnages of principal commodities imported and exported are maintained at all the 71 minor ports, mentioned above.

163. As regards the breaking up of these tonnages into coastal and foreign trades, no occasion arises for breaking up in this manner at Orissa and the six ports of Kutch, as they handle coastal traffic only. The five ports in Travancore-Cochin and the Port of Tuticorin do not maintain such particulars. All the 22 ports in Saurashtra maintain particulars of the cargo imported and exported broken up into coastal and foreign. Mandvi, a port in Kutch, which deals with foreign traffic, also does not maintain such particulars.

164. As regards the 32 minor ports in the Madras and the Andhra States, and the Port of Okha, they maintain such particulars. The tonnages of commodities are given by all these 33 ports under the headings foreign steamers, coasting steamers and sailing vessels. Although, the classification under these three heads, may not be always on all fours with the division of coastal and foreign trades, it cannot be denied that for all practical purposes, the particulars of these commodities classified under coastal and foreign trades could be gathered from the manner in which they have been maintained at these ports.

Linewise and Agentwise Particulars of Imports and Exports

165. Particulars of tonnages of imports and exports carried according to Lines and Agents, are not maintained at any of the minor ports. Saurashtra Government, however, assures us that they could collect these particulars from their existing records.

Flagwise Statistics of Imports and Exports

166. As regards tonnages of imports and exports carried according to flags, 32 minor ports of the Madras and the Andhra States the Port of Okha and the 22 ports in the Saurashtra State, have begun to maintain them since April, 1953. The Saurashtra Government breaks them up into local and foreign. They are, however, not maintained at any other minor port.

Separate Statistics for dry Cargo Vessels and Tankers

167. No tankers call at any of these minor ports, except Okha. The Okha Port assures us that it can maintain tonnages according to dry cargo vessels and tankers.

Particulars of Transhipment Cargo

168. Particulars of the transhipment cargo are not maintained at any of the minor ports. The Saurashtra Government, however, assures us that it can maintain such particulars, if required.

Passenger Statistics

169. There is no passenger traffic at the ports in Orissa. No passenger statistics are maintained either at the Port of Okha or at the Ports in Travancore-Cochin. Passenger statistics are maintained at the remaining minor ports, but there is no uniform system that is adopted at all the ports in doing so.

170. The Government of Saurashtra maintains particulars of the passengers that arrived at or departed from seven of their minor ports, broken up into foreign and coastal. The total number of passengers in 1952-1953 was 15,387. That State also gives separate figures of the passenger traffic handled by sailing vessels. While such traffic

came to 1,928 passengers at the ports of Bhavnagar, Bedi, Porbunder and Mongrol in 1947-48, it fell to 513 in 1952-53. Particulars of class of travel, region and sex of passengers are not recorded. The Government, however, adds that they can maintain figures according to class of travel in future.

171. Tuticorin maintains particulars of the passengers that embark and disembark at that port. It gives particulars both according to sex as well as according to regions.

172. The minor ports in the Madras and Andhra States give particulars of the passengers both according to regions of travel as well as according to sex. Particulars according to class of travel are, however, not given. The total number of passengers that arrived and sailed from these minor ports was 330,515 in 1951-52. Dhanushkodi contributed the largest number, viz., 270,171. Neither does Tuticorin, nor do these ports break up the particulars into coastal and foreign. As a very large number of these passengers travel between Indian and Ceylon and such a division will merely have a technical significance. There is, however, good traffic between Nagapattinam and the Straits. Particulars of the movement of passengers at Nagapattinam broken up into coastal and foreign, will, therefore, be of practical importance.

173. Particulars of the passengers embarking and disembarking at Mandvi, in the State of Kutch, are given according to class of travel. They are also broken up into coastal and foreign. 32,044 passengers moved in the coastal waters and 3,490 in the foreign waters in 1952-53. These particulars are not broken up either region-wise or sex-wise.

174. Mandvi and Mundra also maintain particulars of the passengers that embark and disembark from sailing vessels. 7,758 was the number of such passengers at Mandvi and 60 at Mundra during 1952-53.

175. No passenger traffic was either brought to or carried from Jakhau, Koteswar, and Lakhpatt, by sailing vessels in the same year.

Shipping Statistics—Number and Tonnage of Vessels that Arrive and Depart or Enter and Clear the Ports

176. There is no uniformity in regard to the system under which shipping statistics are maintained by the port authorities at the minor ports. The details which are given by some ports, are not given by others.

177. The five ports in the State of Travancore maintain two different statements. The first statement gives the particulars of the number and tonnage of the vessels that call at these ports, broken up under the headings 'Coasting Steamers' and 'Sailing Vessels'. Another very elaborate statement, however, is maintained at these ports, which is submitted to the Director General of Commercial Intelligence and Statistics, Calcutta. This statement gives the number and tonnage of the steamers with their nationalities, under British, Indian and Foreign, which enter and clear the port with cargoes and in ballast from and to foreign countries. The statement gives the names of the countries from which they enter and to which they clear. Similar statistics are maintained for sailing vessels. In the

case of sailing vessels, particulars are, however, given only for the sailing vessels that clear to foreign ports with cargoes and in ballast. Statistics regarding the entries of these sailing vessels are not given. Particulars of the flags and the regions are, however, maintained in their case. These ports thus maintain shipping statistics on a more elaborate scale than those maintained by major ports and other minor ports.

178. The ports in Orissa maintain statistics of the number and tonnage of steamers that enter or clear with cargoes as well as in ballast. No occasion arises for them to break up these statistics under 'foreign' and 'coastal', as no foreign trade is handled at the only port of Chandbali in Orissa, which is functioning to-day. No statistics of sailing vessels are maintained at the Port of Chandbali as there is no traffic by sailing vessels at that port.

179. Statistics regarding the number and tonnages of vessels that enter and clear with cargoes, giving separate figures for the coastal and foreign trades are maintained at all the ports of Saurashtra and at the Port of Okha. Both the Saurashtra Government and the authority at Port Okha have made it clear that they can, if required, maintain particulars of the number and tonnage of vessels that enter or clear in ballast. It may be added that separate shipping statistics for steamers and sailing vessels are maintained at the ports in Saurashtra.

180. Statistics in regard to the number and tonnage, separately for steamers and sailing vessels are maintained at all the minor ports of Madras and Andhra, as well as at the Port of Tuticorin. The special feature of these statistics at Tuticorin is that the number and tonnages of the steamers that enter and clear are given flagwise.

181. As regards the ports in Kutch, registers are maintained for vessels from which shipping statistics, both for steamers and sailing vessels, can be collected.

182. It will thus be observed that the nature and the coverage of the shipping statistics are not uniform at all the minor ports of the country.

Tonnages of Commodities Imported and Exported and Passengers Carried by Sailing Vessels

183. Tonnages of principal commodities imported and exported by sailing vessels are maintained at the 62 minor ports, namely 32 ports in the States of Madras and Andhra, 22 ports in Saurashtra, 6 ports in Kutch and at the Ports of Tuticorin and Okha. These tonnages are broken up into coastal and foreign, except at the Port of Tuticorin.

184. Although the aggregate tonnage of imports and exports carried by sailing vessels at all the ports, is not available, it is interesting to find from such data as is available that the traffic that moved at the major ports and the minor ports by sailing vessels in 1952-53, was fairly substantial. The cargo traffic by sailing vessels at major ports came to 742,634 tons at Bombay, 28,070 tons at Cochin, and 5,950 tons at Madras. Calcutta and Visakhapatnam have practically no traffic by sailing vessels. Information regarding Kandla is not available.

185. So far as the minor ports are concerned, the aggregate traffic by sailing vessels in 1952-53 came to 312,126 tons at the ports in the State of Saurashtra, 453,376 tons at the minor ports in the States of Madras and Andhra, 31,664 tons at the Port of Tuticorin (exclusive of two million tiles and nearly a million cocoanuts), and 29,020 tons at the Port of Okha. Particulars for such traffic at the ports in Kutch are not available. Ports in Orissa have, however, no such traffic by sailing vessels. The minor ports in the State of Travancore-Cochin do not maintain these particulars.

186. From such figures of the tonnages of cargo carried by sailing vessels as are published and are given above, it will be noticed that the cargo traffic by sailing vessels came to 776,619 tons at major ports and 826,186 at minor ports in the year 1952-53. The aggregate traffic thus exceeded 16 lacs of tons. This is a substantial figure and it justifies the maintenance of detailed statistics in respect of sailing vessels at the ports in India.

187. As regards the statistics of passengers carried by sailing vessels, they are maintained at the ports in the States of Saurashtra and Kutch.

188. We may refer here to the excellent review in regard to the statistics under different heads, in respect of sailing vessels, published by the State of Saurashtra. Tonnages of the principal commodities imported and exported, and the number of passengers carried by sailing vessels, and the number and net registered tonnage of the sailing vessels that entered or cleared are given separately for all the minor ports of Saurashtra. They are again broken up into coastal and foreign. It gives, therefore, a very comprehensive picture of the activities of the sailing vessels in the ports of Saurashtra.

Circulation and Supply of Statistics

189. The nature of the statistics which are regularly and periodically furnished to the Ministry of Transport and to the Directorate-General of Shipping by the minor port authorities has already been indicated in paragraphs 125, 131, 133, 134, 140, 141, 142, and 143, of the previous Chapter. Information in detail in regard to the nature and extent of the statistics which are maintained exclusively for departmental use, and which are circulated amongst the Trustees of the Port (only the Port of Tuticorin, amongst all the minor ports in India, has a Board of Trustees), and which are supplied to specific officials of the Government and to commercial organizations, by the minor ports, has been given fully in a tabular statement attached to the Report and marked as Appendix XII.

CHAPTER IV

BASIC DOCUMENTS FOR STATISTICS COLLECTED BY PORTS

190. In the previous two Chapters on the statistics collected and maintained by the major and the minor port authorities, mention has been made about the basic documents from which such statistics are compiled. As the basic documents play a very vital part in the actual compilation of the statistics, we propose to examine them in more details in this Chapter.

191. It has been indicated in the previous two Chapters that the major and the minor ports maintain statistics in varying degrees in respect of mainly cargo, ships (their number and the net registered tonnages) and passengers. We shall, therefore, deal separately with the basic documents for each of these three types of statistics maintained by the major and the minor port authorities.

Basic Documents for Cargo Statistics

192. Generally speaking, the basic documents from which a port collects its cargo statistics are its Revenue Documents, i.e., documents on which the port charges on imports and exports are realised. There are, however, certain minor ports at which no Landing and Shipping fees are levied. Hence those ports have no documents from which its revenues are collected. There, either the port authorities collect the statistics from the Customs documents or the Customs Officials themselves collect the statistics from the Customs documents and the ports have no statistics of their own.

193. These Revenue Documents are known by various names, in one port they are called Import and Export Chappas, in another they are called Import Jetty Challans or Export Dock Challans, in others they are called Import and Export Applications, etc. But, generally speaking, they serve three-fold purposes namely (1) These are the documents on which port charges are realised; (2) These are the documents according to which imports are delivered and exports shipped. There are, however, several variations in this respect which will be mentioned later; (3) These are the documents according to which cargo statistics are compiled.

194. The names of these basic documents at the different ports are given below :—

Major Ports :

- | | | | |
|---------------------|---|---|------------------------|
| (i) <i>Calcutta</i> | . | . | Import — Jetty Challan |
| | | | Export — Dock Challan |
| (ii) <i>Bombay</i> | . | . | Import — Import Chappa |
| | | | Export — Export Chappa |

The Port of Bombay, however, prepares its flagwise, linewise and agentwise cargo statistics, not on Chappas but on the basis of figures indicated by the draft of the vessel.

- | | | | |
|---------------------------|---|---|-----------------------------|
| (iii) <i>Madras</i> | . | . | Import — Import Application |
| | | | Export — Export Application |
| (iv) <i>Visakhapatnam</i> | . | . | Import — Import Application |
| | | | Export — Export Application |

- (v) *Cochin* . . . Import — Import Application
Export — Export Application
- (vi) *Kandla* . . . Import — Import Wharfage Entry
Export — Export Wharfage Entry

(A curious fact to be noted in this respect is that although the Development Commissioner, Port of Kandla, states that the basic documents are termed Wharfage Entries, the export form bears the title "Shipping Bill".)

Minor Ports :

(i) *Minor Ports in Orissa State.*—The three Minor Ports in Orissa have no basic documents of their own. The only basic documents are the copies of Manifests of Import and Export cargo furnished to the Customs by the Shipping Agents. The Port Officer collects statistics from these Manifests.

(ii) *Minor Ports in Andhra and Madras States (other than Tuticorin).*—In the following 18 ports, where the Landing and Shipping Fees Act is in force, the ports use their own documents called "Import" and "Export" Applications. These Import and Export Applications are prepared from Bills of Entry and Shipping Bills and Import and Export Manifests :—

- (1) Kakinada
- (2) Masulipatnam
- (3) Cuddalore
- (4) Nagapattinam
- (5) Kozhikode
- (6) Mangalore
- (7) Porto Novo
- (8) Adirampattinam
- (9) Ponnani
- (10) Tellicherry
- (11) Badagara
- (12) Malpe
- (13) Coondapur
- (14) Hangarkatta
- (15) Kasaragod
- (16) Cannanore
- (17) Azhikkal
- (18) Paindur



At the other 14 minor ports named below, where the Landing and Shipping Fees Act is not in force, the statistics are collected by the Port Officials from the local Customs House :

- (1) Bheemunipatnam
- (2) Calingapatnam
- (3) Topputhurai
- (4) Tirumalaivasal

- (5) Pamban
- (6) Dhanushkodi
- (7) Kilakarai
- (8) Tondi
- (9) Devipattinam
- (10) Kallayi
- (11) Mulki
- (12) Kulasekarapattinam
- (13) Narsapur
- (14) Nizampatnam

(iii) *Tuticorin*.—The cargo statistics are prepared from the Import and Export Applications filed by parties, as per Bills of Lading in the case of Imports and Shipping Orders of Steamer Companies in the case of exports.

(iv) *Minor Ports in Travancore-Cochin*.—At the 5 minor ports in Travancore-Cochin, the basic documents, from which cargo statistics are compiled, are the Customs documents namely, Bills of Entry, Shipping Bills and Manifests.

(v) *Minor Ports in Bombay State other than Okha*.—At the 84 minor ports in Bombay State, the Range and Assistant Range Officers, who are actually Customs Officials, collect only Customs statistics from the Customs documents. The State Government, as mentioned in the previous Chapter, does not collect any statistics for these ports at all.

(vi) *Okha*.—The Port Officer, Okha, collects cargo statistics from the ports own documents called the Import and Export Wharfage Receipts supported by Customs Bills of Entry and Shipping Bills.

(vii) *Minor Ports in Saurashtra State*.—The port authorities at the 22 minor ports in Saurashtra collect cargo statistics from their own documents called Import and Export Applications.

(viii) *Minor Ports in Kutch*.—At the following 5 minor ports, which are controlled by the State Government, cargo statistics are compiled from the Customs Bills of Entry of Shipping Bills, certified copies of which are presented to the Assistant Conservators of the Ports :—

- (1) Mandvi
- (2) Mundra
- (3) Jakhau
- (4) Lakhpat
- (5) Koteswar

At the following 2 minor ports in Kutch State, which are under Development Commissioner, Port of Kandla, the Port Officials collect cargo statistics from the ports own documents which are called Import and Export Wharfage Entries :

- (1) Tuna
- (2) Jhangi

195. It will thus be seen that out of a total of 6 major ports and 155 minor ports in India, the 6 major ports and 44 minor ports prepare their cargo statistics from their own documents. Out of the balance 111 minor ports, the 84 ports in Bombay State collect no port statistics, and the balance 3 minor ports in Orissa, 14 minor ports in Andhra and Madras, 5 minor ports in Travancore-Cochin, 5 minor ports in Kutch, collect their cargo statistics from Customs documents.

196. As has been stated in the previous two Chapters, out of a total of about $25\frac{1}{2}$ million tons of cargo handled annually at all the ports in India, about $21\frac{1}{2}$ million tons are handled by the 6 major ports. Out of the balance 4 million tons handled at the minor ports, about 3 million tons are handled at the 44 minor ports using their own documents, and a little over a million tons handled at the balance 111 minor ports which either do not collect any port statistics or take the figures from the Customs documents. Hence out of a total of $25\frac{1}{2}$ million tons, about $24\frac{1}{2}$ million tons are accounted for on the basis of port documents. In other words, the basic source for the cargo statistics of about 96 per cent. of the total cargo handled in all the ports of India, are the documents used by the ports, themselves for the collection of revenues and are called Import and Export Applications, Chappas, Challans, or Wharfage Entries as mentioned above.

Columns in the Basic Documents and How they are Filled in

197. As the 6 major ports and the 22 minor ports in Saurashtra have well developed system for compilation of cargo statistics on the basis of their Import and Export Applications, Chappas or Challans, we have examined these documents in some details with a view to seeing what the main columns in these documents are, how they are filled in and by whom. The detailed analysis in this connection is given in Appendix XIII.

Basic Documents for Customs Trade Statistics

198. The basic documents for cargo statistics used by the ports have intimate relationship with the basic documents for Customs trade statistics namely, their Bills of Entry and Shipping Bills. These documents are used by the Customs Authorities for the collection of their revenues, for allowing delivery of imports and shipment of exports, as well as for the maintenance of trade statistics. The forms of these two basic documents are more or less uniform at all the Customs Collectorate. There are, however, different types of Bills of Entry like Bill of Entry for Home Consumption, Bond Bill of Entry, Bill of Entry for delivery of goods ex-Bond, Transshipment Permits, Shipping Bill for home produce, etc. The different columns in a Bill of Entry for home consumption and Shipping Bill for home produce are given below :—

Bill of Entry :

- (i) Vessel's name
- (ii) General Manifest number
- (iii) Master or Agent
- (iv) Colours
- (v) Port of shipment
- (vi) Country whence consigned

- (vii) Importer's name and address
 - (viii) Packages :
 - (a) Number and description
 - (b) Marks and numbers
 - (ix) Quantity :
 - (a) Unit
 - (b) Amount
 - (x) Description
 - (xi) Real value as defined in the Sea Customs Act :
 - (a) Rate
 - (b) Amount
 - (xii) Value on which duty is assessed
 - (xiii) Duty :
 - (a) Rate
 - (b) Amount
 - (xiv) Total value—Rs.....
 - (xv) Total number of packages (in words)
- Shipping Bill :*
- (i) Exporter's name and address
 - (ii) Name of vessel
 - (iii) Master or Agent
 - (iv) Colours
 - (v) Port at which goods to be discharged
 - (vi) Packages
 - (vii) Marks and numbers
 - (viii) Quantity :
 - (a) Unit
 - (b) Amount
 - (ix) Description
 - (x) Value :
 - (a) Rate
 - (b) Amount
 - (xi) Country of final destination

Number of Bills of Entry and Shipping Bills filed and their distribution at the different Ports

199. Although no delivery of Import cargo can be allowed without Customs "Allow Delivery Order" (or similar order) on the Bill of Entry and no shipment of export cargo is permitted without Customs "Let Export Order" (or similar order) on a Shipping Bill, the number of Bills of Entry and Shipping Bills prepared, their availability with the port authorities, etc. vary at the different ports. The number of copies of Bills of Entry and Shipping Bills which are executed at the different major ports and at the minor ports in Saurashtra together with their use and disposal, are given in Appendix XIV.

*Procedure in respect of Delivery of Imports and Shipment of Exports
Differ from Port to Port*

200. Although no delivery of imports is allowed, unless the Customs give "Allow Delivery Order" on the Bill of Entry, and no shipment of exports is allowed, unless the Customs give "Allow Export Order" on the Shipping Bill, the actual procedure followed by a port in allowing delivery of the imports or shipment of exports varies from port to port. In some cases, for example, in the case of Madras and Kandla, the port assumes no responsibility for shipment of exports. The responsibility in that case lies with the shipping companies. At Cochin, a substantial amount of total imports, discharged in the stream is subsequently landed at the steamer agents' godown or the Fort Cochin Customs premises, where these are handled by steamer agents' labour and delivered by the steamer agents and by the Customs Department respectively on production of the relevant documents. Similarly a substantial amount of total exports, shipped in stream are handled by the shippers' labour from their godown or from the Fort Cochin premises into their lighters. As regards these stream imports and stream exports, which do not pass through them, the Cochin Port authorities lose not only a substantial part of the revenue but can assume no responsibility for correct delivery of imports or correct loading of exports and also cannot be sure about the correctness of the statistics of such cargo over which they have got no control.

How the Particulars about weight are obtained in Import and Export Applications

201. It may be noted that under the columns quantity both in the Bill of Entry and the Shipping Bill, are shown those particulars of the packages which are necessary (1) from the point of view of realisation of Customs Revenue and (2) from the point of view of Trade Statistics as mentioned in the lists of classification of commodities for imports, exports and re-exports issued by the D.G.C.I.S. In most cases, value and/or number of packages have to be shown in these columns. In few cases, the weight has also to be mentioned. In the cases when weights are to be mentioned, such weights are generally net weights and very rarely the gross weight, as only in very few cases the Customs are concerned with the gross weight either for the collection of revenue or for the maintenance of trade statistics.

202. Generally speaking, a copy of the Bill of Entry is made available to the port authorities and the items on the Import Chappas are checked with the relative items of the Bills of Entry as far as possible in regard to information under the columns, marks and numbers, quantity, etc. The particulars of gross weight are not very often available on the Bill of Entry. The particulars of gross weight shown on the Import Chappas are usually obtained from the Invoice or the Shipping documents or in their absence by actual weight or by conversion from the gallonage, measurement and number, etc., when the port charges are realised on this basis. In cases, however, where gross weight are shown on the Bills of Entry, the gross weight shown on the Import Chappa is verified with this item. At some ports, however, although delivery is not allowed without checking

whether Customs "Allow Order" has been given on the relative Bill of Entry, the Import Application is not checked with the Bill of Entry at least for the purpose of compilation of statistics. It may also be mentioned that only the Port of Bombay and the Ports in Saurashtra are allowed by the Customs to retain a copy of the Bill of Entry for their own record.

203. Generally speaking, a copy of the Shipping Bill is also made available to the port authorities to check the items on the Export Chappas with the relative items on the Shipping Bills as far as marks and numbers of the consignment, quantity, etc., are concerned. As regards the gross weight shown on the Export Chappa, however, it has to be checked either with the Shipping Bill or by actual weight and measurement or conversion from gallonage, measurement and the number of packages according to the basis of the realisation of the port charges. It will be noted that none of the major ports except Bombay are allowed to retain a copy of the Shipping Bill. Even in some cases as in Calcutta, Madras and Kandla, the Shipping Bill does not pass through the port authorities at all. As stated before at Madras and Kandla, the port authorities do not take any responsibility to see that cargo have been shipped correctly according to Customs and port documents and this is entirely the responsibility of the shipping companies themselves. At the Port of Calcutta, however, the port is responsible for the correctness of the shipping and so the port authorities do not allow shipments until they get "allow order" from the Customs authorities written on their own Dock Challans.

204. It may be noted that the Customs documents namely, Bills of Entry and Shipping Bills are documents which have to be filed by every shipper and consignee according to Sections 87 and 137 of the Sea Customs Act. No delivery of imports or shipment of exports is allowed till the Customs put their stamp "allow delivery" or a similar order in case of imports and "allow export" or a similar order in case of exports. Port documents, however, have not got such statutory force. They are designed mainly for the realisation of the port charges. It is essential that every port should have a copy of the relative Bill of Entry and a copy of the relative Shipping Bill, not only as a proof that the Customs authorities have allowed delivery of imports or shipment of exports, but also with a view so that the particulars shown on the Import and Export Chappas could be properly verified with the particulars shown on the Bills of Entry and Shipping Bills in order to ensure maintenance of correct cargo statistics. We find that this is being done in the case of Bombay and in the case of minor ports of Saurashtra. We, therefore, recommend that definite procedure should be laid down for supplying the port authorities with a copy of the Bill of Entry or Shipping Bill for each consignment at every major or minor port of India.

The Forms of the Basic Documents

205. The forms of the basic documents and the different columns given therein, have been determined by the different port authorities to suit their own convenience. We do not, therefore, consider it necessary that all the basic documents should have the same forms and the same columns. In subsequent Chapters dealing with the

additional statistics that will have to be maintained by the major and the minor ports, we have stated that in future, every port must maintain statistics of tonnages of cargo in the following manner :—

- (1) Tonnages of principal commodities imported and exported broken up into coastal and foreign.
- (2) Separate figures of the tonnages of principal commodities imported and exported (1) by steamers and (2) by Sailing Vessels.
- (3) Tonnages of imports and exports broken up into coastal and foreign according to the flag of the vessels bringing or carrying them.
- (4) Tonnages of imports and exports broken up into coastal and foreign according to the shipping lines that brought or carried them.
- (5) Tonnages of imports and exports broken up into coastal and foreign according to the Agents which handled the ships of the lines bringing or carrying them.
- (6) Tonnages of principal commodities imported and exported according to the regions from which they are imported and the regions to which they are exported.
- (7) Tonnages of principal commodities imported and exported according to the nationality or the flag of the ships which brought them or carried them.

206. We recommend that the basic documents for the collection of cargo statistics should be the Port Revenue documents. Although it is not necessary that all the basic documents should have the same forms and the same columns, we recommend that, in order that a port may be able to collect accurately and fully the cargo statistics from its own documents, they should have, amongst other items, which the port might find necessary to have for other purposes, the following columns :

Import Application :

- (1) Vessel's name
- (2) Name of the Line
- (3) Name of the Agent or Charterer
- (4) Nationality of the Flag
- (5) The port and country of shipment
- (6) Name of the commodity
- (7) Country of Origin
- (8) Marks and numbers of the consignment
- (9) Gross weight of the consignment

Export Application :

- (1) Vessel's name
- (2) Name of the Line
- (3) Name of the Agent or Charterer
- (4) Nationality of the Flag
- (5) Port and country of destination
- (6) Name of the commodity
- (7) Country to which consigned
- (8) Marks and numbers of the consignment
- (9) Gross weight of the consignment.

Names of the Basic Documents should be same at different Ports

207. At present lot of confusion arises as the Revenue documents at the ports, which are the basic sources of cargo statistics, are known by different names at different port like Chappas, Jetty Challans, Dock Challans, Import and Export Applications, Wharfage Entries, etc. We recommend that the names of these basic documents should, in future, be the same at all the ports. The most suitable names for these documents are considered to be "Import Applications" in case of imports and "Export Application" in case of exports.

Gross Weight to be shown in every Import or Export Application

208. It is clear from what is stated above that at present the different ports are adopting different procedures in arriving at the gross weight of the commodity. We consider that, in future, the procedure in arriving at the gross weight of the commodity, which must also be mentioned on the Import and Export Applications, should be as follows :—

The gross weight shown in the Import and Export Applications must tally with the gross weight shown on the Bills of Entry or the Shipping Bill, wherever the Customs documents show these particulars. In the cases where the Customs documents do not show particulars of gross weight, but the port charges are realised on the basis of gross weight, the port will, no doubt, make all efforts to have correct particulars about gross weight from the invoices and other documents or by actual weight, if necessary. In the cases where gross weight particulars are not necessary for the port to realise the charges, and the particulars are shown in gallonage, measurement, units, etc., the gross weight of the consignment will be arrived at by applying a Standard Conversion Table and the gross weight particulars so arrived at should be mentioned on the Import and Export Applications. The Conversion Table shown on Appendix XV, which has the sanction of the Ministry of Transport, Government of India, and is being used at present by the major ports of Calcutta, Bombay, Madras and Cochin, should be utilised for this purpose. This Conversion Table may, however, be rechecked by the Ministry of Transport in consultation with the different major and minor port authorities, so that the different items shown therein might conform as nearly as possible to the conditions existing at the different ports.

Uniform Nomenclature for Charges of similar Nature

209. In the course of our investigations, we have found that the port charges for similar operations or services rendered vary at the different major and minor ports. To take an example, what is known as "landing charges" in Calcutta is called "Wharfage" at Bombay, "Quay Charges" in Madras, "Landing Fees" in Visakhapatnam. Again, what is known as "Rent Charges" in Calcutta is known as

"Demurrage" at Bombay. Such differences in the nomenclature of the same type of operations or services rendered, not only creates confusion in the mind of a person who tries to understand the different rates structure at the different ports, but might also ultimately result in wrong statistics, if compilation of statistics of earnings of the ports under different heads of operations or services is undertaken. We, therefore, recommend that a proper study should be made in this respect for ensuring uniform nomenclature at all the ports, as far as possible, for the same types of operations and services rendered.

Uniform Procedure as regards Delivery of Imports and Shipment of Exports

210. An indication has been given in paragraph 200 as to how the procedure about the dealing with imports and exports varies from port to port. To take an example, although it is in the fitness of things that the ports should be responsible as the bailees for correctness of shipment of goods entrusted to their care, the ports of Madras and Kandla assume no responsibility in respect of the export cargo. Again, a considerable amount of imports and exports at the stream, passes through the premises beyond the jurisdiction of the Cochin Port authorities. Thus in their statistics, a large amount of cargo is shown which actually does not pass through their control and about the correctness of which they cannot be certain. We, therefore, recommend that all possible steps should be taken to ensure uniformity of procedure at all ports for making them responsible for the delivery and shipment of cargo that passes through their jurisdiction. We are, however, fully alive to the fact that absolute uniformity cannot be ensured, as such matters depend upon varying local conditions and traditions.

Basic Documents for Cargo Statistics at the Ports which have no Documents of their Own

211. In paragraph 195 it has been mentioned that at present 111 minor ports have no port documents of their own. We consider that all the ports should have their own documents from which their cargo statistics may be compiled. Although at some of the ports, the Landing and Shipping Fees Act is not in vogue, Import and Export Application forms may still be introduced on the basis of which delivery of imports and shipment of exports may be allowed and ultimately cargo statistics may be compiled from them, although there are no port charges to be realised at those ports. Out of these 111 minor ports, the 84 minor ports in Bombay are controlled by the Customs and Central Excise officials who at present collect only Customs statistics from their own documents. We understand that the Collector of Central Excise, Bombay, will be able to maintain the additional statistics which the Committee might recommend. The Customs officials at these ports may in future collect cargo statistics from port documents. We, therefore, recommend that, in future, all the 111 minor ports, where there are at present no port documents, should also have Import and Export Applications, on the basis of which delivery of imports and shipment of exports should be granted and which shall also be the basic documents for the cargo statistics at those ports.

Basic Documents for Vessels and Passengers

212. In the previous two Chapters, we have indicated the nature of statistics maintained by the major and the minor port authorities in respect of the number and the net registered tonnages of vessels that arrive or depart, enter or clear the port, also the number of passengers that embark or disembark at the port. In many of the ports, such statistics in respect of vessels and passengers are collected from the same basic documents. That is the reason why we shall deal in the subsequent paragraphs about the basic documents of these two types of statistics jointly.

213. *Major Ports.*—At Bombay the basic documents from which statistics in respect of vessels and passengers are compiled are the following :—

- (1) Vessel's Arrival Report,
- (2) Vessel's Departure Report,
- (3) Pilot's Work Sheets,
- (4) Pilot's Diary of hours spent on duty,
- (5) Pilot's Works Statements.

Of the above documents, however, the most important are the first two namely, the Vessel's Arrival and Departure Reports, which practically contain all the particulars maintained by this port in respect of vessels and passengers.

214. At Calcutta the various statistical figures in respect of tonnage and number of ships are prepared from "Arrival Reports" and "Departure Certificates" issued by the Masters of the vessels at the time of entering and leaving port. As regards the passenger traffic, particulars as to the number and class of passengers embarking into and disembarking from vessels are not obtained from these Arrival Reports and Departure Certificates, but are obtained from the information supplied by the Steamer Companies.

215. At Madras the statistics of vessels and passengers are compiled from the following documents :

- (1) Arrival Reports and Deck Cargo Certificates furnished by Masters of vessels.
- (2) Entry and Clearance Certificates.
- (3) Shipping Register maintained in the Deputy Port Conservator's Office.
- (4) Shipping Registers maintained at the Signal Stations.
- (5) Draft Registers.
- (6) Ship's Certificate of Register (maintained on board).

216. At Visakhapatnam statistics relating to the number and tonnages of vessels entered and cleared are compiled from the entry and Clearance Register which is posted from documents presented within 24 hours of the ship's arrival by the Agents. This includes the ship's Certificate of Registry, Arrival Report and Master's declaration. At this port, the passenger traffic is negligible and no statistics in that respect are maintained.

217. At Cochin the basic documents from which the number and tonnages of vessels that enter and clear are compiled from the monthly Port Log Abstract showing these particulars received from the Deputy Conservator for this purpose. A register of entry and clearance of steamers is maintained in the Deputy Conservator's Office and the required particulars are filled up from the original Certificate of Registry of the vessels produced by the Steamer Agents at the time of the entry of the vessels into the port. As regards the number of passengers embarked and disembarked, necessary particulars are being collected in the Deputy Conservator's Office from the information furnished in the list produced by the Agents of the vessels concerned.

218. At Kandla the statistics in respect of the number and tonnage of vessels are compiled from "Arrival" and "Departure" forms completed by Masters of vessels and signed by Pilots. No passenger steamer touches the port. A list is, however, maintained by port officials showing the number of passengers embarking and disembarking by the ferry service between Kandla and Navalakhi.

219. *Minor Ports.—Minor Ports in Orissa.*—At Chandbali the only minor port functioning at present in Orissa, the particulars of number and tonnage of vessels that enter or clear are obtained from the Import General and Export General Manifests of the Customs. There is no passenger traffic at the Orissa Ports.

220. *Minor Ports in Madras and Andhra State including Tuticorin.*—At these ports the number of vessels entered and cleared and their tonnages are compiled from the Entry and Clearance Registers, wherein each vessel is noted before entering and clearing the port. Particulars for the various columns in this register are obtained from the concerned ship's records. The passenger statistics are collected from the Export and Import Passengers registers maintained at each port, particulars for which are also obtained from the ships concerned.

221. *Travancore-Cochin.*—At the ports in Travancore-Cochin statistics of vessels and passengers are obtained from the Certificate of Registration and other documents produced by the ships or their agents.

222. *Minor Ports in the State of Bombay including Okha.*—Particulars as regards the number and net registered tonnages of vessels are obtained from the register of vessels maintained at each of the ports. No passenger statistics are maintained at any of these ports.

223. *Minor Ports in Saurashtra.*—The Statistics as regards the number and net registered tonnages of vessels that entered or cleared are obtained from the Port Dues Register, particulars of which are filled up from the information supplied by the vessels. Passengers statistics are obtained from registers maintained for that purpose.

Forms of the Arrival and Departure Reports

224. It will thus be seen that as regards the statistics of the number and net registered tonnages of vessels that enter or clear a port or in respect of passengers embarking or disembarking at a port, the source of statistics in each case is the information supplied by the vessel itself, either in the form of the Arrival or Departure Reports or presenting its "Certificate of Registry" or by sending a statement to the port authorities in a particular form.

225. The arrival and Departure Report forms at present used by the Ports of Calcutta and Bombay contain the following particulars :—

Arrival Reports :—

Items shown in the "Arrival Report Form" used by the B.P.T.	Items shown, in the "Arrival Report Form" used by C.P.C.
1. Name of vessel.	1. Vessel's name.
2. Gross tonnage.	2. Name of the Master.
3. Net tonnage.	3. Colours.
4. Nationality.	4. Tonnage : Gross : Net :
5. Name of Owners.	5. Draft of water; Forward : Aft:
6. Agents in Bombay.	6. Length (B.P.)
7. Name of Master.	7. Name of the first port the vessel left on voyage to Calcutta. Date :
8. Number of Certificated Executive & Engineering Officers on board.	8. Name of the last port the vessel left. Date :
9. Number of crew on board : Asiatics : Europeans : Mixed :	9. Date and time of arrival at Sandheads.
10. Name of the original port of departure. Date :	10. Piloted at the above draft by Mr...
11. Ports touched on route.	11. Propelled by steam from.....to.....
12. Draft of Water : Forward : Aft :	12. Name of Loadman.
13. Passengers or Troops for Bombay : Saloon : Deck, etc.	13. If the vessel is carrying cargo or in ballast.
14. Passengers or Troops for other ports : Saloon : Deck, etc :	14. If the vessel is carrying mails (give particulars).
15. What cargo is on board (Tons deadweight)?	15. If the vessel is carrying passengers (give particulars).
16. (a) Have you an International Safety and Service Certificate? (b) Have you an International Safety Radio? (c) Have you an International Load Line Certificate?	16. The Agents of the vessel are Messrs.
17. Have you any explosives or dangerous cargo?	17. Date and signature of the Master.
18. Has the vessel met with any accident during the voyage? If so, date and brief details of the accident.	
19. Was this accident reported? If so where and to whom?	
20. Have you, passed any derelict or wreckage? If so, please give lat. and long.	

Items shown in the "Arrival Report Form" used by the B.P.T.	Items shown, in the "Arrival Report Form" used by C.P.C.
21. Weather experienced during the voyage.	
22. Tugs used or attended.	
23. Description of fuel (coal or oil).	
24. Received from the Pilot copy of Port Rules and Docks Bye-Laws.	
25. In case of grain laden ships, was the ship upright on arrival. If not, number of degrees of list to port or star-board.	
Date and signature of the Master.	

Departure Reports :—

Items shown in "Departure Reports" used by the B.P.T.	Items shown in the "Departure Reports" used by C.P.C.
1. Name of vessel	1. Vessel's name.
2. Nationality.	2. Draft : Forward: Aft:
3. Name of Owners.	3. Date of leaving Garden Reach.
4. Name of Master.	4. Name of Loadsman.
5. Number of Certificated Officers on board.	5. Whether vessel has cargo on board or in ballast.
6. Number of crew on board : Europeans : Asiatics : Mixed :	6. Whether the vessel has passengers on board or not.
7. No. of Engineers on board.	7. Name of last port the vessel is bound for on voyage from Calcutta.
8. Port of final destination.	
9. Ports of call on route	
10. Draft of water : Forward : Aft :	
11. Total number of passengers on board : Saloon : Deck :	
12. Total number of passengers embarked at Bombay : Saloon : Deck :	
13. What cargo is on board (Tons approximately).	
14. Have you International Safety and Passenger Certificates?	
15. If so, of what Port ?	
16. Tugs used or attended.	
17. Date and signature of the Master.	

226. In Chapter XII, we have recommended that the ports should maintain, in future, statistics showing number and net registered tonnage of vessels arrived or departed with cargo or in ballast. We have also recommended in the same Chapter that, as regards passenger statistics, every port should maintain total number of passengers according to regions of travel and broken up into Saloon and Deck, and also that the Ports which are maintaining more detailed statistics at present should continue to do so.

227. After examining the arrival and departure report forms at present used by the Ports of Bombay and Calcutta, we consider that all the essential particulars required for the shipping and passenger statistics which the port should maintain in future, could be obtained by suitably revising these forms. We, therefore, recommend that, in future, every vessel should submit an Arrival Report when it arrives at a Port and a Departure Report when it leaves a Port to the Port Authorities at all Ports, Major and Minor. While it will be competent for each Port to have its own Arrival and Departure Report form, each of such forms should contain the following essential items for the collection of shipping and passenger statistics :

Arrival Report :—

- (1) Name of the vessel
- (2) Name of the Master
- (3) Name of the Agents or Charterers
- (4) Name of the Line
- (5) Nationality of the Flag
- (6) Gross Registered Tonnage
- (7) Net Registered Tonnage
- (8) Name of the first Port the vessel on voyage
- (9) Names of the intermediate Ports and the last Port the vessel left.
- (10) Whether the vessel is carrying any cargo or arrived in ballast
- (11) If carrying cargo, approximate deadweight tonnage of cargo carried for discharge at the Port :

From	—	Tons	—
From	—	Tons	—
From	—	Tons	—
From	—	Tons	—
- (12) Approximate deadweight tonnage of the cargo which the vessel is carrying but will not discharge at any Indian port.
 From.....To.....Tons.....
- (13) If carrying passengers, number of passengers :

Saloon :
Unberthed :
Total :
Embarked from :
- (14) If carrying mails, number of packages and deadweight tonnage.

Departure Report :—

1. Name of the vessel
2. Name of the Master
3. Name of the Agents or Charterers
4. Name of the Line
5. Nationality of Flag
6. Net and Gross Registered Tonnages
7. Whether leaving with cargo or in ballast
8. If leaving with cargo, deadweight tonnage of cargo and the name of the port of destination

Tonnage	—	Port	—
Tonnage	—	Port	—
Tonnage	—	Port	—
Tonnage	—	Port	—
9. Next port of call
10. Final port of call
11. Intermediate ports of call
12. If carrying passengers embarked from the port (separately for each port of disembarkation), number of passengers :—

Saloon :
Unberthed :
Total :
Port of disembarkation
13. If carrying passengers not embarked at the port, numbers of passengers :

Saloon :
Deck :
Total :
Port of disembarkation
14. If carrying mails, number of packages, and approximate tonnage.

Basic Documents for sailing Vessel Statistics

228. The statistics in respect of Sailing Vessels may also be divided into three categories just as statistics of steamers in the following way :—

- (1) Statistics of cargo carried by sailing vessels.
- (2) Statistics of number and net registered tonnage of sailing vessels that enter or clear with cargo or in ballast.
- (3) Statistics of passengers carried by sailing vessels.

229. In the previous two chapters we have indicated how the different Major and the Minor Ports maintain statistics of sailing vessels in different manner. We need not deal with the basic documents of such statistics separately as whether the cargo is carried by

steamers or sailing vessels, the basic documents are generally Import and Export Chappas, Challans or Applications. Similarly the basic source of statistics as regards the number and net registered tonnage of sailing vessels and the passengers carried by them, is also the information supplied by the vessel itself. We, therefore, recommend that, in future, the basic documents for collecting cargo, shipping and passenger statistics should be the same for sailing vessels as in the case of steamers namely, the Revenue documents which we have recommended should be called "Import and Export Applications", and the Arrival and Departure Reports.



सत्यमेव जयते

CHAPTER V

COMMODITIES FOR WHICH STATISTICS ARE COLLECTED BY PORTS

230. In paragraphs 31 to 44 of Chapter II, the manner, in which tonnages of principal commodities imported or exported, is maintained at the six major ports, has been broadly indicated. Similarly, in paragraphs 162 to 164 of Chapter III, mention has been made in a general manner as to how tonnage statistics of principal commodities imported or exported are maintained at 71 minor ports, namely, 3 ports in Orissa, 27 in Madras, 6 in Andhra, 5 in Travancore-Cochin, 1 only (Okha) under Bombay State Government, 22 under Saurashtra State Government, and 7 in Kutch. Tonnages of imports and exports according to principal commodities are not maintained in the 84 minor ports in Bombay. In this Chapter, we shall examine this matter in further details.

Names of Principal Commodities

231. The names of the principal commodities for which statistics are maintained at present at the various major and minor ports have been shown in Appendix XVI. This list has been prepared from either the published statements in the Annual Administration Reports or the departmental statements or the forms of departmental statements which the various major and minor port authorities have forwarded to us. The source from which the information is obtained, has been noted against each item in the statement.

Number of Principal Commodities

232. The position may briefly be summarised as follows :—

233. *Major Ports.*—The Port of Calcutta publishes, in its annual Administration Report, tonnages of imports and exports according to 55 and 41 principal commodities respectively.

234. The Port of Bombay gives, in its Annual Administration Report, two sets of statements, one for imports broken up into 60 and the other for exports broken up into 32 principal commodities.

235. The Port of Madras publishes two statements, in its Annual Administration Report, one for imports broken up into 14 and the other for exports broken up into 9 principal commodities. In Part I—"Descriptive" portion of the Administration Report, however, statistics are given of some more commodities, which do not appear as separate items in the above two statements. The Port also tells us that it maintains registers showing tonnages as per Harbour Application, deadweight tons and harbour dues for imports and exports under a much larger number of commodities, viz., 59 commodities or groups of commodities. This Port also sends annual statements to the Ministry of Transport for imports and exports separately, under 55 and 41 principal commodities respectively. These commodities are the same as shown in the Annual Administration Report of the Port of Calcutta, mentioned above. All this shows that this port does maintain tonnages of imports and exports according to a much larger number of commodities than what have been shown in the two statements in its Annual Administration Report.

236. The Port of Visakhapatnam publishes, in its Annual Administration Report, tonnages of imports and exports according to 39

commodities or groups of commodities in case of imports, and 51 commodities or groups of commodities in case of exports. In the departmental statements, tonnage of some specific commodities are shown, which do not appear in the Annual Administration Report. Hence it follows that this port is also maintaining records of tonnages of imports and exports broken up into a larger number of commodities than are shown in the Annual Administration Report.

237. The Port of Cochin gives, in its Annual Administration Report, two statements showing tonnages of imports and exports for the past ten years under 24 principal commodities in case of imports and 24 principal commodities in case of exports. Although the number is the same in case of imports and exports, the actual items are not the same. This port, however, like Madras, sends an annual statement to the Ministry of Transport, showing tonnages of imports and exports according to 55 and 41 identical principal commodities or groups of commodities respectively. Over and above the commodities included in the above statistics, tonnage figures for some additional commodities of local interest are also compiled, together with the dues collected thereon, for port purposes. Thus this port also maintains tonnages of imports and exports under a much larger number of commodities than are shown in its Annual Administration Report.

238. The Port of Kandla does not publish any Annual Administration Report. The monthly progress report which this port sends to the Ministry of Transport breaks up the tonnages of imports according to 6 and 5 principal commodities respectively. The figures shown are for the Port of Kandla and the two minor ports of Tuna and Jungi, all of which are under the Development Commissioner, Kandla.

239. *Minor Ports.—The minor ports in Orissa.*—Chandabali, the only minor port in Orissa, keeps tonnages of imports brought by a vessel according to 7 principal commodities and tonnages of exports according to 3 principal commodities. No Administration Reports are published for this port.

240. *The minor ports in Madras and Andhra.*—The Annual Administration Report for these minor ports does not show any statement showing tonnage of imports and exports according to commodities. A statement is, however, given in the Administration Report showing particulars of total tonnage of cargo imported and exported by sailing vessels at each of the minor ports, where only the names of principal commodities imported and exported are given. A departmental statement, however, indicates that each of the minor ports prepares a monthly statement showing tonnages of imports and exports under 27 principal commodities for foreign steamers, coasting steamers and sailing vessels separately.

241. Similarly, the Annual Administration Report for the Port of Tuticorin does not give any statement showing tonnages of commodities imported or exported by ships. A statement in the Administration Report, however, shows the tonnages of cargo imported and exported by sailing vessels under 11 and 16 principal commodities respectively. A departmental statement prepared by the Port, however, gives the total tonnages of imports and exports according to six commodities in case of imports and six separate commodities in case of exports.

242. Neither does the Administration Report of the Marine Department of the Travancore-Cochin Government, nor do the departmental statements sent by that State show the commodities for which tonnage statistics are maintained at the minor ports in this State. The State Government have, however, stated that details of commodities are available.

243. As regards the 84 minor ports in Bombay, neither do the ports nor does the State Government maintain statistics of tonnages of imports and exports at all. The Port of Okha, situated in Saurashtra, but under the administrative control of the Bombay State Government, sends an annual statement to the State Government breaking up the tonnages of imports into 6 principal commodities and tonnages of exports also into 6, but different, principal commodities.

244. As regards the minor ports in Saurashtra, the State Government publishes a very detailed annual Review for the traffic by steamers at the different ports and also a supplementary Review for the traffic by sailing vessels at those ports. In the Traffic Review, two statements are published showing tonnages of imports, one under 19 commodities and the other under 15 commodities. Two other statements are also published showing tonnages of exports, one under 18 and the other under 14 commodities. Besides, the Traffic Review gives also details of principal commodities imported or exported at each of the ports. Similarly, the supplementary publishes two statements, one giving the tonnages of imports by sailing vessels under 12 principal commodities and the other giving tonnages of exports by sailing vessels under 12 different commodities. In the supplementary also, details of principal commodities imported or exported by sailing vessels at each of the ports is given.

245. The five minor ports of Kutch, under the State Government, have no annual Administration Report. Each of the five minor ports however, maintains statistics of tonnages of imports and exports under certain principal commodities. For the year 1952-53, Mandvi kept record for imports under 25 commodities and for exports under 6 commodities, Mundra 24 and 2 respectively, Jakhau 7 and 2 respectively, Lakhpat 2 and 1 respectively, and Koteswar had no imports and had exports of 1 commodity only.

246. *Lack of Uniformity.*—It will thus be seen that the different major and the minor ports maintain statistics for tonnages of imports and exports under different principal commodities. Any comparative study of the tonnages of imports or exports of any particular commodity at the different ports of India is, therefore, impossible at present. For the sake of uniformity and comparability, it is essential that a uniform list of commodities should be drawn up and all the major and the minor ports should maintain their import and export statistics under the commodities shown in this list. This matter has, however, been dealt within Chapter XII.

CHAPTER VI

PUBLICATION OF STATISTICS OF PORTS

247. We shall examine in this Chapter, the extent to which statistics collected and maintained by the major and the minor ports referred to in Chapters I and III, are published "either by Central and State Governments, or by Port Authorities and whether there is any duplication of effort". Let us first deal with the publication of statistics by different Port Authorities and the nature and the extent of the statistics which are published by them.

Who publishes Statistics of Major Ports

248. All the major ports, except Kandla, have been publishing their annual administration reports. Kandla has not yet begun to function as a major port. It does not, therefore, prepare or publish any annual administration report of the working of the port. The financial transactions of the Port are, however, published in the Government of India Gazette, after they are approved by the Ministry of Transport.

Who publishes Statistics of Minor Ports

249. As regards the minor ports, no statistics of the minor ports in the State of Bombay are collected and maintained at the Ports. They have, therefore, no statistics with them which they can publish. No statistics of the Ports in the States of Kutch, Orissa, and in the Union of Travancore and Cochin, and of the Port of Okha are published either by the ports or by the States which control these Ports and are responsible for their administration. The Union of Travancore and Cochin, however, publishes in its administration report of the Marine Department, the statistics of the number and tonnage of steamers and sailing vessels which call at the ports in Travancore.

250. Tuticorin Port publishes its annual administration report. The administration report for the minor ports in the States of Madras and Andhra, is prepared by the State Port Officer, Madras, and is published by the Madras State. As the Andhra State came into existence from October, 1953, it is presumed that the administration report of the ports in that State will now be separately published by the Andhra State.

251. A yearly traffic review of the minor ports in Saurashtra is published by the Administrative Officer (Ports), Government of Saurashtra. That Officer has now also been publishing a Supplementary of the Traffic Review which deals with the sailing vessels traffic at the ports of Saurashtra.

Nature and Extent of Statistics Published

252. With a view to understanding the extent to which these statistics are published by different Port Authorities, let us find out what statistics are published by them in regard to cargo, passengers and shipping—steamers and sailing vessels—under certain recognised heads.

Cargo

Total Tonnages of Imports and Exports

253. These figures are published in all the Reports and Reviews mentioned in paragraphs 248 and 251 above. They are broken up into coastal and foreign at all ports except Visakhapatnam, Tuticorin, and the minor ports of Madras and Andhra.

Tonnages of Principal Commodities

254. Bombay, Calcutta, Visakhapatnam, Cochin, and the minor ports in Saurashtra publish these statistics in full. Madras publishes similar figures under fourteen groups of commodities imported and nine groups of commodities exported. Tuticorin Port Trust gives these detailed figures under a few commodities in its administration report. The minor ports of Madras and Andhra give the tonnages of commodities imported and exported by sailing vessels only. Such break up under steamers are not published. None of the Ports publishes figures under this head, broken up into coastal and foreign.

Transshipment Cargo

255. No Port publishes figures about the transshipment cargo.

Flagwise Statement

256. Flagwise statement giving particulars of the number of vessels of each Flag and the total tonnage of the imports brought and exports carried by them is published at present only by Bombay, Calcutta, and Madras. Bombay and Calcutta break up these figures further into coastal and foreign.

Linewise Statement

257. Linewise statement giving particulars of the number of vessels of each Shipping Line together with the total tonnage of imports brought and exports carried by them, is published only by Bombay and Madras. Bombay alone, however, breaks up these figures into coastal and foreign.

Agencywise Statement

258. Agencywise statement giving particulars of the number of vessels of different Shipping Companies, handled by each agency, together with the total tonnage of imports brought and exports carried by them, broken up into coastal and foreign, is published by the Bombay Port alone.

Regionwise Statement

259. Regionwise statement giving particulars of the regions from which different commodities are imported or to which different commodities are exported, is published by none.

Separate Figures for Dry Cargo Vessels and Tankers

260. Statement giving separate figures of the number and tonnage of dry cargo vessels and tankers and the tonnage of the imports brought and the exports carried by them, is published by none. Bombay Port Trust, however, publishes a separate statement of the different Oils and Petrol imported and exported.

Tonnage of Principal Commodities Imported and Exported by Sailing Vessels

261. Separate figures for the tonnages of principal commodities brought or carried by sailing vessels are published for the minor ports in the States of Madras, Andhra, and Saurashtra, and the Tuticorin Port Trust.

Passengers

262. Figures of passenger traffic are published by Bombay, Cochin, Madras, Tuticorin and the minor ports in the States of Madras, Andhra and Saurashtra. Tuticorin gives only the number of passengers that sailed from that Port. The minor ports of Madras and Andhra give separate figures of the passengers that arrive as well as that sail. The minor ports of Saurashtra give separate figures both of inward and outward passengers broken up into foreign and coastal. Madras gives particulars of the arrival and departure both of unberthed and saloon passengers indicating the regions from which they arrive. Cochin also gives similar figures but instead of breaking up the passengers into unberthed and saloon, it gives separate particulars both of arrival and departure under Male, Female and Children. Separate figures of the passengers carried by sailing vessels are published only in the Traffic Review of Saurashtra Ports.

Shipping

Entry and Clearance of Vessels with Cargo and in Ballast Broken up into Foreign and Coastal Trades

263. Calcutta is the only port which publishes figures relating to the number of vessels together with their gross and net registered tonnage that enter or clear from the Port, giving separate figures of entry and clearance with cargo and in ballast. These figures are again broken up into foreign and coastal.

Entry and Clearance of Vessels

264. Separate figures are published for the minor ports in the States of Madras and Andhra, and Tuticorin and for the Port of Cochin, in regard to the number and tonnage of the vessels that enter and clear the port.

Entry alone of Vessels Broken up into Coastal and Foreign

265. Cochin, Visakhapatnam and the minor ports of Saurashtra give figures of the number of vessels together with their tonnage that enter the port, broken up into foreign and coastal.

266. Bombay classifies the number of vessels that enter the port together with their gross tonnage and net tonnage into foreign vessels, coastal vessels, tankers, and colliers. It also gives separate figures for the number of vessels together with their gross registered tonnage, according to their flags.

267. Madras gives also separate figures of the number of gross tonnage of foreign vessels and coastal vessels as well as tankers, colliers and Government vessels.

Entry and Clearance of Sailing Vessels

268. Cochin, Tuticorin, and the minor ports of the Madras and Andhra States, and the Travancore-Cochin State publish the number

and tonnage of the sailing vessels that enter and clear the Port. Madras and Visakhapatnam publish the number of sailing vessels together with their tonnage only for the vessels that enter the Port. The minor ports of Saurashtra give similar figures for the sailing vessels that enter each of the ports in Saurashtra, but also give their break up figures into the coastal and foreign trades.

Turn-Round of Ships

269. No detailed statistics giving a comprehensive picture of the turn-round of ships at Port is published by any Port. Bombay makes a mention of the average turn-round of ships during a particular fortnight. It also refers to the fastest and the slowest rates of loading and unloading of vessels which work 1,000 tons and over during a year. Cochin makes a mention of the largest tonnage handled on any one day during the year at the Wharf. It also refers to the slowest and the fastest turn-round of ship on any one day in the Port. It also gives the approximate average rate of discharge of coal, food-grains, and general cargoes.

Important Statistics collected and maintained but not Published

270. The above paragraphs will give an idea of the nature and the extent of the statistics that are published by the major and minor ports. It is remarkable that some of the important statistics which are collected and maintained by the Ports are not published by them. For instance, although Calcutta and Cochin prepare a regionwise statement of the principal commodities imported and exported, they do not publish these statistics. Similarly, although Madras prepares a detailed statement of the commodities imported and exported, portwise, it does not publish that statement. Again, Visakhapatnam prepares a statement of commodities imported and exported into the foreign trade, giving particulars of the ports from which they were imported or the ports to which they were exported, but it does not publish that statement. Visakhapatnam also prepares a flagwise statement of the imports and exports giving separate figures for Oils, Foodgrains, and commodities imported from Burma, Pakistan, and Ceylon and Foreign countries, but it does not publish that statement. A further statement regarding the entry and clearance of steamers and sailing vessels with cargo and in ballast is prepared at the Ports in Travancore, both flagwise as well as regionwise. These statements are, however, not published. Moreover, separate figures of the tonnage of principal commodities imported and exported are collected and maintained under three different Heads : viz., Foreign and Coastal broken up into steamers and sailing vessels at Bombay, at Madras, at Cochin, and at the minor ports of the States of Madras and Andhra. These important statements are not, however, published by any of these Ports.

271. It is not necessary to give an exhaustive list in this connection. We have, however, referred to the above unpublished statements to emphasise the fact that the Ports contain very useful material in various unpublished statistics in their records. When we shall deal with the subject of the additional statistics which the Port should collect and maintain, we shall go fully into the question of the publication of the statistics which they maintain at present and which we would recommend that they should maintain in the future.

Who publishes the Annual Administration Reports and the Traffic Reviews

272. All the five major ports, viz., Calcutta, Visakhapatnam, Madras, Cochin, and Bombay, and the Tuticorin Port Trust publish their own annual administration report. The administration report of the minor ports of Madras and Andhra, is published by the Madras State in the Public Works Department. The traffic review of Saurashtra Ports and the Supplementary Review of the traffic handled by sailing vessels, both are published by the Administrative Officer (Ports), Government of Saurashtra. It will thus be noted that the Central Government does not publish the statistics collected and maintained at any Port in India, major or minor. The State of Madras and the State of Saurashtra publish the administration report and traffic reviews of all the minor ports in those States except Tuticorin and Okha. Tuticorin Port Trust publishes, as stated above, the administration report of the port of Tuticorin. The statistics of the remaining ports are not published by anyone. They cover the three minor ports in the State of Orissa, five minor ports in the Union of Travancore-Cochin, eighty-four minor ports in the State of Bombay, seven minor ports in the State of Kutch, one minor port in the State of Saurashtra, viz., Okha controlled by the Bombay State and the major port of Kandla. The result is that out of one hundred and sixty-one major and minor ports in India, statistics of sixty ports only to the extent mentioned in paragraphs 253, 254 and 256 to 269 above, are published. No statistics are published for one major port and one hundred minor ports.

Does the Central Government publish Statistics ?

273. The Ministry of Transport, to whom the reports of the major ports are submitted, publish their Resolutions on the Administration Report of the Port, in the Government of India Gazette. These Resolutions are very short and offer a few remarks on the salient features of the Report. They only give information in regard to the total volume of trade passing through the Ports. No other statistics find their place in these Resolutions. The Ministry of Transport present their annual report to the House of the People. It contains a separate chapter on 'Ports'. There also only general information is given in regard to the total trade passing through the ports. It does not contain any other statistics. Broadly speaking it will be, therefore, agreed that the administration reports of the major ports are published only by the Ports concerned. Under the circumstances, no question can arise of any duplication of effort in the matter of the publication of the statistics of the major and minor ports.

Availability of the Administration Report and the Traffic Reviews

274. Neither is the Administration Report, nor is the Traffic Review, except the Administration Report of the Port of Visakhapatnam, offered to the public for sale. Administration Report is sent to the Trustees of the Port and the Members of the Advisory Committee connected with the Port. Copies of the Administration Reports and the Reviews are sent regularly to the different departments of the Central Government, the State Governments, Port and Harbour Authorities, Public Bodies, Chambers of Commerce and Commercial Associations, Shipping Companies and Steamer Agents, Consuls and Trade Commissioners of foreign Governments, Overseas Ports,

High Commissioners of India and Embassies of India abroad, well-known Libraries, important individuals, and leading newspapers and magazines. It is not intended to convey that every Port sends copies of its report to the different categories referred to above. The largest number of copies which are thus distributed is about 165 by the port of Cochin. Some of the leading newspapers review these administration reports. It cannot, therefore, be said that such statistics of the major and the minor ports, as are published, receive any wide publicity in the country. Our conclusion, therefore, is that not only is there no duplication of effort in the publication of the statistics of the major and minor ports, but they also do not receive wide publicity in the country. Moreover, there is no single report published in the country, either by the Central Government, or any other authority, giving at one place complete and properly co-ordinated statistics of cargo, passengers and shipping for the country as a whole and thereby providing a synoptic picture of the all-India position.



सत्यमेव जयते

CHAPTER VII

SHIPPING STATISTICS PUBLISHED BY THE GOVERNMENT OF INDIA AND STATE GOVERNMENTS

275. Shipping Statistics cover the particulars of the number and the net registered tonnage of the entries into and clearances from Indian Ports of steamers and sailing vessels with cargoes or in ballast. These particulars are maintained separately for coasting trade and foreign trade. These statistics are further classified according to the Flags which the steamers and the sailing vessels fly, and the countries from which they enter or to which they clear.

276. So far as the Government of India are concerned, these shipping statistics are collected and maintained by the Collectors of Customs at Calcutta, Bombay, Madras and Cochin, by the Collector of Central Excise, Baroda, for the major and the minor ports which come under their jurisdiction. The number of major and minor ports that come under the jurisdiction of these various Collectorates are as follows :—

Collector of Customs, Calcutta.	Calcutta and Minor Ports of Port Blair, Car Nicobar and Minor Ports in Orissa State.
Collector of Customs, Madras.	Madras, Visakhapatnam and 32 Minor Ports in Madras and Andhra State.
Collector of Customs, Cochin.	Cochin and 5 Minor Ports in Travancore Cochin State.
Collector of Customs, Bombay.	Bombay and 65 Minor Ports in the Bombay State.
Collector of Customs, Central Excise Baroda.	Kandla and 33 Minor ports in the States of Saurashtra and Kutch.

Coasting Trade

277. The Collectors of Customs at the Ports of Calcutta, Madras, Cochin and Bombay, the Collector of Central Excise at Baroda, and Assistant Collector of Central Excise, Puri, prepare separate monthly accounts of vessels that enter and clear with cargoes and the vessels that enter and clear in ballast in coasting trade for all the ports under their jurisdiction. These monthly statements give separate particulars for steamers and sailing vessels regionwise and flagwise.

278. So far as the entries and clearances of steamers and sailing vessels in foreign trade are concerned, separate figures are given in the returns for the Indian, British and foreign flags.

279. These monthly statements do not contain separate figures of the shipping statistics of each Port. The total figures of the entries and clearances of all the Ports within the jurisdiction of the Collector of Customs, or the Collector of Central Excise, as the case may be, are given, showing separate figures for the maritime blocks from which they enter or to which they clear.

280. These monthly statements are forwarded by the different Collectors of Customs and the Collector of Central Excise at Baroda and the Assistant Collector of Central Excise, Puri, to the Director General of Commercial and Intelligence Statistics, Calcutta and these

are published by him in 'Accounts relating to the Coasting Trade and Navigation of India'. These accounts publish the totals of all the vessels together with their tonnage giving separate figures for steamers and sailing vessels which entered or cleared with cargoes or in ballast, in maritime blocks, viz., West Bengal, Orissa, Madras, Travancore-Cochin, Cochin Port, Bombay, and Saurashtra, Okha and Kutch. The Accounts also give separate figures for the nationality of these vessels.

281. It is interesting to note that vessels engaged in the coasting trade and calling at several ports are regarded as entering from or clearing to the nearest port. Moreover, "if on their inward voyage, vessels engaged in foreign trade enter a port in India to discharge only a part of their cargoes and then proceed to other ports in India, their clearances and entrances after arrival at the first port, are recorded in the coasting trade whether they ship coasting cargoes or not for the foreign voyage is deemed to have ended on arrival at the port where part of the cargo is first discharged".

282. If a foreign vessel, therefore, enters at one port and clears at another port, calling at ten intermediate ports in India, at all these ten intermediate ports their entries and clearances would be in coastal trade. Moreover, a coasting vessel in a voyage may touch ten ports. It will be recorded as having entered and cleared in the coasting trade at all the ten ports. The figures regarding the number of vessels and their tonnage entering and clearing in the coastal trade given in these published accounts, would not give a correct picture of the ships which India would require to meet the requirements of her coastal trade.

283. Separate figures are also given in these published accounts of the Flag of the total tonnage that entered and cleared in coastal trade. Coastal trade has been reserved to national vessels since August, 1950. It may, therefore, be presumed that no vessel flying the foreign flag will be allowed to carry the coastal trade of India in the future. The procedure, however, which has been adopted as referred to above, of entering and clearing even foreign vessels in the coastal trade, makes it impossible to get the correct picture of the flag which carries our coastal cargo.

Foreign Trade

284. So far as the shipping statistics of the vessels that enter and clear with cargo from and to foreign countries are concerned, they are also maintained in the first instance by the different Collectors of Customs and the Collector of Central Excise, Baroda, for the ports under their jurisdiction. Separate figures are maintained for each of the ports under their jurisdiction. Separate figures are also given for steamers and for sailing vessels. The number and tonnage of vessels that enter or clear with cargoes and in ballast are given with separate figures for steamers and sailing vessels. Separate figures are given for their entries and clearances, according to the countries from which they enter or to which they clear. The monthly returns are forwarded to the Director-General of Commercial and Intelligence Statistics, Calcutta.

285. These shipping statistics "include only those vessels which arrive at a port or ports in India for the purpose of discharging cargo from abroad or which depart from a port or ports in India after

loading their cargo for discharge at a destination abroad. Vessels bringing cargo from more than one foreign port are recorded as entering from the most distant port at which cargo for India was embarked. Vessels with cargo departing from India for more than one foreign port are recorded as clearing for the most distant port at which cargo from India is to be disembarked. Vessels in the foreign trade are recorded as entering on the voyage inward at the first port at which cargo is discharged, and as clearing on the voyage outwards at the last port at which cargo is laden. If on their inward voyage they enter a port in India to discharge only a part of their cargo and then proceed to other ports in India, their clearances and entrances after arrival at the first port are recorded in the coasting trade whether they ship "Coasting Cargo" or not, for the foreign trade is deemed to have ended on arrival at the port where part of the cargo is first discharged. If vessels on the voyage outward loaded with part cargo for a foreign port, and part for some other port or ports in India, they are recorded at the first port of departure as cleared in the Coasting Trade and such vessels are again recorded as clearing in the Foreign Trade at the last Indian Port".

286. It will thus be realized that the number and the total tonnage of the vessels that enter and clear with cargoes or in ballast from and to foreign countries, which are referred to above, together with the flags they fly and the countries from which they enter or to which they clear, will give a very useful picture for understanding the extent and tonnage that may be necessary for meeting the total requirements of India's Overseas Trade.

Shipping Statistics published by the D.G.C.I.S.

287. The Director-General of Commercial Intelligence and Statistics, Calcutta, publishes shipping statistics for the foreign trade in two of his publications named as under :—

- (1) Accounts relating to the Foreign (Sea, Air & Land) Trade and Navigation of India—published monthly, and
- (2) Annual Statement of the Foreign Sea-borne Trade of India Volume II—published annually. The last annual volume was published at the end of 1953 giving particulars of five years ending the 31st March, 1950.

288. The Monthly Accounts gives the following abstract tables :

- (a) Number and net registered tonnage of vessels entered and cleared with cargoes according to the Customs Zones. Figures for steamers and sailing vessels are shown separately.
- (b) Number and tonnage of vessels, including their repeated voyages, and distinguishing their nationality, that entered and cleared with cargoes, from and to foreign countries. This statement gives the number and net registered tonnage of vessels, steamers and sailing vessels separately, according to the regions whence entered and to which cleared, and also according to the flags of the vessels. Sailing vessels are shown according to Indian, British and foreign vessels. Steamers are shown according to the following flags :

Indian, British, American, French, German, Italian, Norwegian, Japanese and other nationalities.

Special Features of the Shipping Statistics in the Annual Statement

289. Shipping Tables, published in Volume II of the Annual Statement of the foreign Sea-Borne Trade of India present, however, a more detailed and elaborate picture of shipping statistics. There are 9 detained Tables of shipping statistics given in this Annual Statement. One of the most important feature of these Shipping Tables is that they give separate particulars of the steamers and sailing vessels that enter or clear in foreign trade in ballast. Figures regarding entries and clearances in ballast are not given in the monthly Accounts referred to above. These figures are, however, given in the Shipping Tables firstly, in regard to the entries, and clearances from different Customs Zones (Table 1) and entries and clearances from different countries (Tables 2 and 3). It may be mentioned that the number of countries from where steamers enter or to which steamers clear given in this statement (Tables 2 and 3) is much larger than the number of countries mentioned in Statement (b) of the Monthly Accounts.

290. Similar separate figures for the entries and clearances of steamers for foreign trade with cargoes and in ballast are given flagwise (Tables 4 and 5). Here also the number of flags for which statistics are recorded is much larger than the number of flags in statement B of the Monthly Accounts.

291. Tables 6 and 7 constitute another distinguishing feature of this Annual Statement. While the Monthly Accounts do not give any statistics regarding entries and clearances in the foreign trade with cargo or in ballast according to the ports of India, both these Tables 6 and 7 give these particulars. They are, however, not given countrywise and they contain particulars only of flags under three heads namely, Indian, British and Foreign.

292. Tables 8 and 9 combine the flagwise and the countrywise statistics—giving separate figures—of entries and clearances with cargoes and in ballast both for steamers and sailing vessels. Here also the number of countries and flags, for which particulars are given, is much larger than those given in the Monthly Accounts referred to above. For instance, while separate figures for only 8 flags are given in the Monthly Accounts, particulars under 28 flags are given in this Annual Statement. Tables 8 and 9, therefore, give a far more comprehensive picture of shipping statistics than that given in the monthly statement of the entries and clearances with cargoes and in ballast of steamers and sailing vessels in foreign trade both as regards countries and flags. The Annual Statement, however, does not give statistics as a combination of ports, countries and flags. We say so only as a factual statement and not by way of any criticism.

Field which Shipping Statistics should Cover

293. The field which the Shipping Statistics should cover and the manner in which they should be maintained and the agency that should maintain them will be examined in a later Chapter.

CHAPTER VIII

STATISTICS MAINTAINED BY THE DIRECTORATE-GENERAL OF SHIPPING

294. As the Directorate-General of Shipping (an Organization under the Ministry of Transport, Government of India) and its sub-offices collect and maintain certain statistics in respect of Indian ships—steamers and sailing vessels—cargo and passengers carried and the freight earned by them in coastal and overseas trades, sea-personnel—Officers and Ratings employed by them—and the imports and the exports brought by all steamers, both flagwise and region-wise, etc. it is considered necessary to devote a separate Chapter for the statistics maintained by them. In this Chapter, we shall, therefore, try to describe the manner in which such statistics are at present being collected and maintained by this Directorate and attempt to indicate here how the registers and forms for some of the existing statistics may be profitably amplified so that a fuller and clearer picture can be obtained. In later Chapters, we have indicated what further statistics should be collected and sent by the following bodies to the Directorate-General of Shipping :—

1. Major Port Authorities,
2. Minor Port Authorities,
3. Customs Authorities,
4. Indian Shipping Companies only.
5. Both Indian and non-Indian Shipping Companies.
6. Ministries of Central Government, Departments of State Governments and Autonomous Bodies under their control.

and what statistics should be published by it in the proposed monthly and annual Bulletins which we have recommended it should issue. In this Chapter, however, we shall confine ourselves to the statistics that the Director-General of Shipping has been collecting and maintaining at present and make recommendations, if any, with a view to improving any of the existing forms and registers in which they are kept.

295. The Directorate-General of Shipping, Bombay, and its subordinate offices (Offices of the Nautical Adviser and Principal Officers, Mercantile Marine) collect statistics about cargo, shipping, passengers and sea-personnel, mainly in respect of Indian vessels and Indian shipping companies. These statistics are collected by the officers concerned, either in the course of their normal administrative duties, or with a view that such statistics might be helpful to them in the efficient discharge of their responsibilities. None of these statistics are published or made available to the general public. As will be indicated in subsequent paragraphs, only a few statements are sent to the Ministry of Transport or to the Central Statistical Organization. The Central Statistical Organization, however, publishes the data furnished to them in the "Statistical Abstract".

296. Although some attempts have been made to centralise these statistics, there is at present no central section within the Directorate which collects or maintains systematically the different types of statistics received by the Directorate. Very few registers are maintained

Usually, the statements received from the different shipping companies are kept in original without entering them in any register, and different types of statements, as required, are prepared from these original statements. We understand that the Director-General of Shipping has got a scheme of setting up a proper Statistical Branch in his Directorate which will collect and maintain these statistics and incorporate them in proper registers wherever necessary.

297. The statistics collected by the Directorate-General of Shipping and its sub-offices may be broadly divided into the following categories :—

- (a) Cargo statistics in respect of Indian vessels,
- (b) Shipping statistics in respect of Indian vessels,
- (c) Passenger statistics,
- (d) Statistics in respect of Indian crew and statistics in respect of Indian and non-Indian Officers on Indian vessels.
- (e) Statistics in respect of freight on imports and exports earned by Indian Shipping Companies,
- (f) Sailing vessels statistics.

Cargo Statistics

Statistics Received from Indian Shipping Companies

298. Every Indian shipping company has to send to the Director-General of Shipping a statement every month under the following headings :—

- (1) Name of the vessel
- (2) Loading Port
- (3) Date of Departure
- (4) Destination
- (5) Salt
- (6) Coal
- (7) Foodgrains
- (8) Military Cargo
- (9) Cotton
- (10) C. P. Goods
- (11) Hessian
- (12) Tea
- (13) Coir
- (14) Timber
- (15) Copra
- (16) Cement
- (17) Iron & Steel
- (18) Miscellaneous
- (19) Total

299. It will be noted that the Director-General of Shipping calls upon each Indian Shipping Company to declare the cargo carried by each vessel according to 13 bulk commodities, namely, Salt, Coal, Foodgrains, Military Cargo, Cotton, C.P. Goods, Hessian, Tea, Coir, Copra, Timber, Cement, Iron & Steel, and the rest are shown as Miscellaneous.

300. The data supplied by the Shipping Companies in these monthly statements are entered in four registers maintained in the Directorate-General of Shipping. From these registers, four annual statements are prepared and sent to the Ministry of Transport in the forms given below :—

STATEMENT No. I

Cargo in Dead Weight Tons lifted in the Overseas Trade by Indian Shipping Companies during the period from January/December.....

IMPORTS

Commodity	From U.K. & Continent to India	From U.S. A. to India	From Malaya to India	From Australia to India	From Middle East to India	Total Imports
1	2	3	4	5	6	7
Salt .						
Coal .						
Foodgrains.						
General .						
Cargo .						
TOTAL .						

EXPORTS

From India to U.K. and Continent	From India to U.S.A.	From India to Malaya	From India to Australia	From India to Middle East	Total Exports	Cargo lifted between non-Indian ports	Grand Total
8	9	10	11	12	13	14	15

STATEMENT NO. II

Showing number of sailings and average amount of cargo carried per sailing by Indian Companies in overseas trade during the period January/December.....

INWARD SAILINGS

Name of Company	Number of sailings	Total quantity of cargo lifted (D. W. Tons)	Average quantity per sailing
1	2	3	4

India/U.K. & Continent:
India steamships Scindia .

India/U.S.A. :
Scindia

India/Australia:
Eastern Shipping Corpn.

India/Straits :
Eastern Shipping Corpn.

OUTWARD SAILINGS

No. of sailings	Total quantity of cargo carried in (D.W. Tons)	Average quantity per sailing	Average carrying capacity of companies vessels engaged in each trade (excluding bunkers)
5	6	7	8

STATEMENT No. III

Cargo carried by Moghul Line in the Middle East Trades during the period from January/December.....

Commodity	Export India to Middle East	from Middle East	Import Middle East to India	from East to India	Total
Salt					
Coal					
Foodgrains					
General Cargo					
TOTAL					

STATEMENT No. IV

Statement showing cargo lifted in D.W. Tons in the Coastal Trade of India/Pakistan, Burma and Ceylon during the period from 1-1-..... to 31-12-

Commodity	On the Coast of India			India/Pakistan			India/Burma		
	ISC	BSC	Total	ISC	BSC	Total	ISC	BSC	Total
1	2	3	4	5	6	7	8	9	10
Salt									
Coal									
Foodgrains									
General Cargo									
TOTAL									

India/Ceylon			Other Sections, Burma/Ceylon, Pakistan/Pakistan, Pakistan/Ceylon, Pakistan/Burma and Burma/Ceylon, etc.			Grand Total (Columns 4, 7, 10, 13 & 16)	
ISC	BSC	Total	ISC	BSC	Total		
11	12	13	14	15	16	17	
Salt							
Coal							
Foodgrains							
General Cargo							
TOTAL							

Abstract

Commodity	ISC	BSC	Total
Salt			
Coal			
Foodgrains			
General Cargo			
<hr/>			
TOTAL			

NOTE.—ISC=Indian Shipping Companies.
BSC=British Shipping Companies.

301. It will thus appear that although each shipping company is sending tonnages of imports and exports carried by Indian vessels broken up into 13 different commodities and the rest as miscellaneous, the Director-General of Shipping is actually preparing statements for imports and exports only according to the following commodities :

1. Salt,
2. Coal,
3. Foodgrains, and
4. General Cargo.

These statements which are of considerable help to the Director-General of Shipping in his administrative function, would also be of great interest to the general public. The public would, however, like to know the tonnages of imports and exports in the different trade routes according to a much larger number of commodities. This matter has, however, been dealt within a later Chapter.

Statements received from the different Major Ports and Minor Ports Authorities

302. The Directorate-General of Shipping also receives the following statements monthly from the undermentioned major ports and minor port authorities.

303. *Major Ports.—Bombay.*—The Bombay Port Trust sends a copy of each of those statements of cargo discharged and shipped during a particular month which are circulated to the Trustees. These statements include :—

- (1) A general abstract "Flagwise Statement" of cargo discharged and loaded in the month, and
- (2) A complete list showing all the vessels which were worked during a particular month and the tonnage of cargo imported from or exported to on each of these vessels.

304. From these statements the Directorate-General prepares and maintains two statements in the following forms and returns the papers to the Bombay Port Trust.

STATEMENT NO. I

Flagwise statement of cargo discharged and loaded during the month

Nationality of vessels	No. of Sailings	During the month.			No. of Sailings	From 1st April to end of month		
		Import	Export	Total (D.W. Tons)		Import	Export	Total DW. Tons

STATEMENT NO. II

Cargo carried by Indian Shipping Companies in Overseas Trade

Vessel's name	Total imports (Tons)	Total exports (Tons)	Grand Total (Tons)
---------------	-------------------------	-------------------------	-----------------------

305. *Calcutta*.—The Commissioners for the Port of Calcutta send monthly two statements in the following form :—

STATEMENT NO. I

Flagwise statement of cargo discharged during the month

Nationality	No. of ves- sels entered	During the month				
		Coastal		Foreign		Total
		Jetties & Docks	Overside	Jetties & Docks	Overside	
1	2	3	4	5	6	7

From 1st April to end of Month.

No. of vessels entered	Coastal			Foreign			Total
	Jetties Docks	&	Overside	Jetties Docks	&	Overside	
8	9		10	11		12	13

STATEMENT NO. II

Flagwise statement of cargo loaded for the month

Nationality	No. of vessels	During the month				From 1st April to end of month						
		Coastal		Foreign		Total Tons	No. of vessels	Coastal		Foreign		Total Tons
		Docks	Stream	Docks	Stream			Docks	Stream	Docks	Stream	
1	2	3	4	5	6	7	8	9	10	11	12	13

306. *Madras.*—Madras Port Trust sends monthly two statements in the following forms. (A Copy of each is also sent to the Ministry of Transport by the Port.)

I.—*Flagwise statement of cargo discharged and loaded by various vessels which arrived during the month of.....*

Nationality	No. of vessels	Imports			Total	Exports	Total Imports & Exports
		Coal oil	Food-grains	Other general cargo			

II.—*Portwise statement of cargo discharged and loaded by various vessels which arrived during the month of.....*

Ports	Tonnage of Discharged	Cargo Loaded	Total Ton-nages dis-charged & loaded
African ports
Australian ports
Burma ports
Ceylon ports
Continental ports (excluding Russia)
Dominion of Canada
Far Eastern Ports
Indian ports
Japanese ports
Pak 'stan ports.
Persian Gulf ports
Russian ports
South American ports
U. K. Ports
U. S. A. Ports
Other ports

307. *Cochin*.—The Administrative Officer, Cochin sends one statement monthly in the following form :—

Flagwise statement showing the tonnage of cargo discharged and loaded during the month

Nationality	Imports				Exports			
	Oils	Food-grains	Other Cargo	Total	Oils	Food-grains	Other Cargo	Total
Foreign Cargoes								
Coastal cargoes								

308. *Visakhapatnam*.—The Administrative Officer, Visakhapatnam sends monthly one statement in the following form :—

Share of Indian and Foreign Shipping in India's Foreign Trade for the month of.....

IMPORTS										
Nationality	No. of vessels entered	Foreign								
		Burma			Pakistan			Ceylon		
		Oils	Food-grains	Other commodities	Oils	Food-grains	Other commodities	Oils	Food-grains	Other commodities
1	2	3	4	5	6	7	8	9	10	11
Coastal										
Burma			Pakistan			Ceylon			Total Foreign	Total Coastal
Oils	Food-grains	Other commodities	Oils	Food-grains	Other commodities	Oils	Food-grains	Other commodities		
12	13	14	15	16	17	18	19	20	21	22
EXPORTS										
Imports Grand Total	Burma	Pakistan	Ceylon	Foreign	Coastal	Total Foreign	Total Coastal	Grand Total		
23	24	25	26	27	28	29	30	31		

309. *Statistics received from Minor Ports*.—In June 1953, the Ministry of Transport, Government of India requested all the maritime State Governments to send a statement monthly to the Directorate-General of Shipping showing flagwise tonnage of imports and

exports. The relevant extracts from the Ministry of Transport letter No. 19 PI(43)/53 dated 8th June, 1953, to the different maritime State Governments is given below :—

“It is also requested that, in future, data in the form maintained by the Bombay Port Trust may kindly be supplied regularly each month, in duplicate to this Ministry. The imports and exports should show coastal and foreign cargo separately and if possible figures of imports of (i) Oil, (ii) Foodgrains, and (iii) other cargoes may be shown separately. As cargoes from Pakistan, Burma and Ceylon are in a special position from India's point of view, it will be necessary to indicate whether imports and exports from these three countries are shown (a) with other foreign trade cargoes, (b) with coastal cargo, and (c) in a separate category.”

310. In response to this letter, the Directorate-General of Shipping is getting a statement from the following maritime State Governments in respect of minor ports under them.

311. The Orissa State Government sends one monthly statements duplicate, in the following form. This statement is actually for the Port of Chandbali only, which is the only working port in Orissa. There is a note in the “Remarks” column that the Imports and Exports at this Port are only coastal.

Nationality	No. of vessels	From	Import			Export		Grand Total Imports Exports	Remarks
			Oil	Food-grains	Other cargoes	Food-grains	Other cargoes		
					Total		Total		

नवमिव नयन

312. The Andhra State Government sends a monthly statement in respect of each of the minor ports under its control in the following form :—

Nationality	No. of vessels	Imports		Exports		Total
		Coastal	Foreign	Coastal	Foreign	

313. The Madras State Government sends monthly, in duplicate, a statement for each of the minor ports (including Tuticorin) under its control in the following form :—

Nationality of ships	No. of ships	Coastal			Foreign					
		Oil	Food- grains	Other cargoes	Burma			Pakistan		
					Oil	Food- grains	Other cargoes	Oil	Food- grains	Other cargoes

			Foreign		
Ceylon			Other countries		
Oil	Foodgrains	Other cargoes	Oil	Food grains	Other cargoes

314. The Bombay State Government sends two monthly statements for the Port of Okha.

I.—Flagwise statement of cargo discharged and loaded at Okha for the month of.....

Nationality	No. of ves- sels	Import	Export	Total
Indian				
British				
Countrycraft				

II.—Statement showing import and export trade at Okha during the month of.....

IMPORTS						
Ocean-going steamers		Coasting Steamers		Country crafts		Total
Foreign Imports	Indian Imports	Foreign Imports	Indian Imports	Foreign Imports	Indian Imports	
1	2	3	4	5	6	7
Petrol . . .						
Foodgrains . . .						
General . . .						
Railway Machinery						
Coal . . .						
Dates . . .						
TOTAL . . .						

EXPORTS						
Ocean-going steamers		Coasting Steamers		Country crafts		Total
Foreign Exports	Indian Exports	Foreign Exports	Indian Exports	Foreign Exports	Indian Exports	
8	9	10	11	12	13	14
Cement . . .						
Petrol . . .						
General Cargo . . .						
Chemicals . . .						
Coal . . .						
Salt . . .						
Foodgrains . . .						
TOTAL . . .						

315. The Directorate-General of Shipping is not receiving any statement from the following minor port authorities:—

1. Travancore-Cochin State Government—for all the minor ports under the control of the State Government.
2. Bombay State Government—for the 84 minor ports excepting Okha under the control of the State Government.
3. Saurashtra State Government—for the minor ports under the control of this State Government.
4. Kutch State Government—for the minor ports under the control of the Kutch State Government.

316. From these monthly statements the Directorate-General of Shipping has started preparing a statement for each of the ports in the following form :—

Statement showing proportion of the foreign trade cargo carried by vessels of Indian and vessels of foreign nationalities during the period

IMPORTS

Month	British	Ameri- can	Pana- manian	Nor- weg- ian	Ind- ian	Dutch	Greek	Ita- lian	Swe- dish	Dan- ish	Other Nation- alities
1	2	3	4	5	6	7	8	9	10	11	12

EXPORTS

Month	British	Ameri- can	Pana- manian	Nor- wegian	Ind- ian	Dutch	Greek	Ita- lian	Swe- dish	Dan- ish	Other Nation- alities
13	14	15	16	17	18	19	20	21	22	23	24

317. It may be noted that the Directorate-General of Shipping has only started compilation of this statement from the different statements received from the major and the minor port authorities. We consider that the major and minor port authorities should send uniform monthly statements to the Director-General of Shipping in this respect. In a subsequent Chapter, we have indicated the manner in which such statements should be submitted by the different major ports and the minor port authorities to the Directorate-General of Shipping, and also the manner in which such statements should be compiled and published by the Director-General of Shipping in his monthly and annual Bulletins.

Shipping Statistics in respect of Indian Vessels

318. The Directorate-General of Shipping collects and maintains statistics as regards Indian vessels in various ways. Firstly, the Nautical Adviser in the Directorate-General of Shipping maintains a

general register of all vessels registered in India under the Merchant Shipping Act (1894), in the following form :—

Name of ship	Official No.	Description	Port and year of registry	Where & when built	Material	Dimensions		
						Length	Breadth	Depth
1	2	3	4	5	6	7	8	9
<hr/>								
Registered Tons			H. P. of Engines			Owners		
Net		Gross						
10	11		12			13		

319. On the first page of this register a summary is maintained in the following form :—

Summary—(as on.....)

Sailing vessels			Steam vessels			Motor vessels		
No.	GRT	NRT	No.	GRT	NRT	No.	GRT	NRT
1	2	3	4	5	6	7	8	9

Total No. of vessels as remaining on—

No. of vessels added during the current year (up-to-date)

No. of vessels closed during the current year (up-to-date)

Tonnage alteration

Total No. of vessels on the Register (up-to-date)

Total No. of vessels (Sailing, Steam and Motor), on—

No. GRT NRT

Total No. of vessels (Sailing, Steam & Motor) up-to-date

320. Copies of the above Register have already been sent by the Director-General of Shipping to the Ministry of Transport and to the Ministry of Communication, Government of India. A further statement is sent every quarter showing the additions and alterations, if any, to this Register.

Register of Indian Ships—Particulars of Ships of the Indian Register

321. We recommend that this register should be amplified so that fuller details might be maintained as regards the vessels registered in India under the Merchant Shipping Act, (1894). We consider that this register should have the following columns :

- (1) Date and year of Registration :
- (2) Port of Registration :
- (3) Name of the Ship :
 - (a) Current Name :
 - (b) Late Name, if any :
- (4) Official Number :
- (5) Signal Letters.
- (6) Type of ship :
 - I. (a) Dry Cargo.
 - (b) Dry Cargo-cum-Passenger.
 - (c) Passenger.
 - (d) Tanker.
 - (e) Tug, Launches, etc.
 - II. Single or Twin Screw.
- (7) Type of Engines :
 - (a) Particulars of Engines and Boilers.
 - (b) Name of the Maker.
 - (c) Motor.
 - (d) Turbine.
 - (e) Electric or other Type.
 - (f) Horse Power.

N.H.P.	B.H.P.	I.H.P.
(Nominal)	(Brake)	(Indicated)
- (8) Approximate speed when loaded.
- (9) Draft (Approximate at Summer—Load Line).
- (10) Type of fuel used and daily consumption at the above speed.
- (11) Tonnage :
 - (a) G.R.T.
 - (b) Under-Deck R.T.
 - (c) Net R. T.
 - (d) Total Summer D.W. Tons.
- (12) Capacity :
 - (a) Cargo :
 - Grain C. ft.
 - Bale C. ft.
 - No. of Holds.
 - (b) Passengers :
 - No. of Cabin Passengers.
 - No. of Unberthed Passengers.

- (c) No. of Crew :
 - (1) Officers.
 - (2) Cadets.
 - (3) Clerks.
 - (4) Ratings :
 - Deck :
 - Engine :
 - Saloon :
- (d) Bunkers and Stores :
 - Bunkers Tons.
 - Stores Tons.
- (13) Registered Dimensions :—
 - (a) Length.
 - (b) Breadth.
 - (c) Depth.
 - (d) No. of Decks.
- (14) Classification :
 - (a) Name of Classification Society.
 - (b) Character of Classification.
 - (c) Last Special Survey and Date.
 - (d) Port of Survey.
- (15) Built :
 - (a) Date of build.
 - (b) Where built.
 - (c) Name of builders.
 - (d) Materials.
- (16) Owned by :
- (17) Cost Price :
- (18) Date of Cancellation of Registration and Reason (i.e., sold, Scrapped or Lost)
- (19) Remarks.

322. We recommend that a separate register should be maintained by the Directorate-General of Shipping for "Sailing Vessels". This Register should contain the following information :

Register of sailing Vessels—Particulars of vessels of the Indian Register

1. Name of vessel.
2. Port of Registry.
3. Registered Number.
4. Registered tonnage.
5. Year and Place of Build.
- *6. Description of type (Kotia, dhow, bagalow, fatamar, brig, etc.).
7. Length, Breadth and Departments.
8. Names of Engines (if any) i.e., Manufacturer's type.
9. H.P. of the Engines (if any).
10. Name and address of Owner.

* The Register should have a note at the end to show the special features of each of these types.

323. All care should be taken to ensure that the particulars given for incorporation in the Register of Indian ships and in the Register of Sailing Vessels are accurate.

324. We recommend that the particulars maintained in the Register of Indian Ships and in the Register of Sailing Vessels should be published annually.

325. The Director-General of Shipping is advised by the Mercantile Marine Department throughout India and by the Deputy Conservators of the Calcutta and Bombay Ports and other Officers specified under the Indian Merchant Shipping Act, whenever any casualty occurs to a vessel on the coast of India and adjacent waters. The Nautical Adviser in the Directorate-General of Shipping maintains a record of each of these casualties in a Register under the following columns :

1. Serial No.
2. (a) Month.
(b) Year.
3. (a) Name of vessel.
(b) Nationality of vessel.
(c) Description of vessel.
4. (a) Official No.
(b) Port of Registry of vessel.
5. Tonnage of vessel.
6. Age of vessel.
7. Name of Owner of vessel.
8. Name of Master of vessel and No. of his Certificate.
9. Name of Pilot, if any.
10. (a) No. of Crew of vessel.
(b) No. of passengers on board.
11. Nature of cargo on board vessel.
12. (a) Port from which vessel sailed.
(b) Port to which vessel was bound.
13. Particulars of Insurance if any known.
14. Locality where casualty occurred.
15. Nature of Casualty.
16. Date and time of casualty.
17. (a) State of tide at time of casualty.
(b) State of weather at time of casualty.
18. Particulars of salvage services, if rendered.
19. Result of casualty (with value of loss, if known).
20. Lives saved.
21. Lives lost.
22. Was casualty the subject of a formal investigation? Yes or No.

23. Remarks.

24. Classification of casualty*.

326. Whenever a vessel is totally lost, the Director-General of Shipping sends a statement to the Ministry of Transport, Government of India, showing the following particulars. This information is also published by the Central Statistical Organisation in its "Statistical Abstract".

1. Name of the vessel.
2. Port of Registry.
3. Tonnage.
4. Locality where casualty occurred.
5. Nature of casualty.
6. Date of casualty.

327. In our opinion, this "Casualty Register" maintained by the Nautical Adviser, no doubt, contains very useful information about the casualty in a detailed manner, but a few more columns might be added so that fullest information might be maintained about the casualty. We recommend that the "Casualty Register" should have, in future, the following columns:—

1. Serial Number.
2. Month, Year.
3. Vessel's—
 - (a) Official number,
 - (b) Nationality of Flag, and
 - (c) Type.
4. Port of Registry.
5. Net Registered Tonnage.
6. Gross Registered Tonnage.
7. Age of the vessel.
8. Name of Master and No. of his Certificate.
9. Name of Pilot, if any.
10. No. of Officers
 - (a) Deck.
 - (b) Engineering.
11. Number of Crew.

*Classification of casualties W. Total loss.
 C. Partial loss.
 I. Inland vessel.
 B. Boat Cargo.

12. No. of Passengers :

- (a) I Class.
- (b) II Class.
- (c) Other Classes.
- (d) Deck.

13. Nature of cargo on board (State whether General Import, General Export, Coal, Oil or Foodgrains) and the tonnage of cargo.

14. Last port left by the vessel.

15. Next port to which the vessel was bound.

16. Particulars of Insurance if any.

17. Locality where casualty occurred.

18. Nature of casualty.

19. Date and Time of casualty.

20. State of tide at the time of casualty.

21. State of weather at the time of casualty.

22. Particulars of salvage services, if rendered.

23. Results of casualty—

- (a) The amount and value of cargo lost.
- (b) The number of lives lost—passengers and crew separately.
- (c) The number of persons saved—passengers and crew separately.
- (d) The number of persons injured—passengers and crew separately.

24. Was casualty the subject of formal investigation? (State Yes or No.) If yes, by whom?

25. If answer to column 24 is Yes, the result of investigation.

26. Classification of casualty (State whether total or partial loss).

27. Any other remarks.

328. Every Indian shipping company has to send to the Director-General of Shipping, a weekly statement of the vessels operated by them under the following headings :

- 1. Name of vessel.
- 2. Port.
- 3. Date of arrival at that port.
- 4. Date of departure from that port.
- 5. Bound for.

6. Expected date of arrival.
7. Cargo on board.
8. Next employment.

From these statements the Directorate prepares a weekly statement called "Position of Cargo Ships based on India owned or chartered by Indian Shipping Companies" under the following headings :

1. Serial Number.
2. Name of vessel.
3. Approximate cargo carrying capacity in D.W. tons.
4. Last port—Arrival
Ports.
Departure.
5. Bound for.
6. Expected date of arrival.
7. Cargo on board.
8. Next employment.

329. The vessels under a particular shipping company are grouped together in this statement. One of the following remarks is usually made under the column "Cargo on Board"—General Cargo, Rice, Ballast, Timber, Coal, Palm Oil. If passengers are carried by any vessel, a remark "passenger" is also put in this column. This statement is vitally important to the Director-General of Shipping in his administrative control over the Indian ships and supplies him with day-to-day information about the location and activities of the Indian vessels.

330. From the data supplied in the "Applications for a general or specified period licence" and "Applications for a specified voyage licence" which the Shipping Companies have to make to the Directorate-General of Shipping under Section 3(a) of the Control of Shipping Act (1947), the Directorate prepares the following two statements.

I.—Statement of Ships under section 3 of the Control of Shipping Act (1947) in the following form.

Serial No.	Owners	General & Voyage Licences				Remarks
		On.....		On.....		
		No. of vessels	G.R.T.	No. of vessels	G.R.T.	
1. Indian Shipping Companies :—						
	(i) General Licences	.	.	.	.
	(ii) Specified voyage Licences	.	.	.	.
2. Mogul Line						
TOTAL		.	.	.	.

II.—Statement of ships under section 3(a) of the Control of Shipping Act (1947) in the following form.

Serial No.	Owners	General						
		On.....		On.....				
		No. of vessels	G.R.T.	No. of vessels	G.R.T.			
1	2	3	4	5	6			
1. Indian Shipping Companies								
2. Pakistan Shipping Companies								
3. British Shipping Companies including other foreign Companies								
TOTAL								
Specified period				Specified voyage				
On.....		On.....		On.....		On.....		Remarks
No. of vessels	G.R.T.	No. of vessels	G.R.T.	No. of vessels	G.R.T.	No. of vessels	G.R.T.	
7	8	9	10	11	12	13	14	
								15

331. These two monthly statements are of considerable importance to the Director-General of Shipping in the discharge of his administrative duties.

332. A monthly statement called "Indian Flag and Chartered Tonnage operated by the Indian Shipping Companies" is also prepared by the Directorate-General of Shipping from the weekly statement submitted by the Shipping Companies mentioned in paragraph 331 above. This monthly statement is prepared in the following form :

1. Serial No.
2. Name of vessel.
3. G.R.T.
4. D.W.T. excluding bunkers and stores.

This statement is also useful to the Director-General of Shipping in his administrative function.

333. From the data collected in connection with preparation of the monthly statements mentioned in the above two paragraphs Nos. 331 and 332, the Directorate-General of Shipping prepares another interesting monthly statement called "Tonnage employed in India

Coastal Trade". This statement shows the number and effective tonnage of vessels employed in the Indian coastal trade on the last day of the particular month, under the following headings :—

Owners	Total Tonnage Licensed		Tonnage in Overseas Trade excluding near trades		Tonnage Coastal Trade including near trades.	
	No. of vessels.	G.R.T.	No. of vessels.	G.R.T.	No. of vessels.	G.R.T.
1	2	3	4	5	6	7

Under Section 3 of C.S. Act—

General and Purely Voyage Licences.—

1. Indian Shipping Companies :

(a) General Licences .

(b) Purely Voyage Licences .

2. Mogul Line.

Under Section 3-A of C.S. Act—

(a) General licences—

1. Indian Shipping Companies .

2. British Shipping Companies .

(b) Specified Period Licences—

1. Indian Shipping Companies .

2. British Shipping Companies .

TOTAL

Non-effective Tonnage in Coastal Trade

a Under repairs		b In Burma Trade		c In near Trades excluding Burma		d Total of a, b & c		Net effective tonnage in coastal trade. Col. 4 [Minus] Col. 5(d)		Remarks
No. of vessels	G.R.T.	No. of vessels	G.R.T.	No. of vessels	G.R.T.	No. of vessels	G.R.T.	No. of vessels	G.R.T.	
8	9	10	11	12	13	14	15	16	17	18

Abstract

EFFECTIVE TONNAGE IN THE COASTAL TRADE ON

	Cargo.		Cargo/Passenger		Passenger		Total
	No.	G.R.T.	No.	G.R.T.	No.	G.R.T.	
Indian Shipping Companies
British Shipping Companies
TOTAL

Percentage in Regard to Tonnage

Indian Shipping Companies
British Shipping Compies

This statement is also useful to the Director-General of Shipping in his administrative duties.

334. All the above three monthly statements are primarily used by the Director-General of Shipping in the discharge of his normal duties. Some of the information contained in those statements would be also of considerable interest to the trading and shipping community.

Passenger Statistics

335. Every Indian Shipping Company sends to the Director-General of Shipping a monthly statement showing the passengers carried on the coast of India and the near trades under the following headings :

1. Name of vessel.
2. From.
3. Date of departure.
4. To.
5. Date of Arrival.
6. Number of passengers according to class of travel, i.e.—
 - (i) Cabin,
 - (ii) Upper Class,
 - (iii) Lower Class,
 - (iv) First Class,
 - (v) Second Class,
 - (vi) Third Class,
 - (vii) Deck,
 - (viii) Total.

From these statements the Directorate maintains monthly and annual abstracts in the following manner :

	Indian shipping companies								British shipping companies					Grand Total	
	Cabin	Upper Class	Lower Class	I Class	II Class	III Class	Deck	Total	I Class	II Class	III Class	Deck	Total		
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Indian Coast	.														
India-Pakistan	.														
India-Burma	.														
India-Ceylon	.														
Burma-Pakistan	.														
Burma-Burma	.														
India-Malaya	.														
TOTAL	.														

336. Every vessel, Indian or non-Indian, carrying unberthed passengers from or to Indian Ports, has to supply information as regards unberthed passengers to the Principal Officer, Mercantile

Marine, in order to receive Certificate 'B' under the Act XXI of 1923. The data so received is tabulated in the office of the Principal Officer, Mercantile Marine, under the following headings :—

1. Province.
2. Port of Sailing.
3. Port of destination.
4. Number of voyages.
5. Number of unberthed passengers.

337. Separate figures of number of passengers for long and short voyages are shown. A short voyage is sub-divided into three classes according as the destination is—

- (i) within the same province,
- (ii) beyond the province but in India, or
- (iii) out of India but short voyage.

Annual statements in the same form are furnished by the different Principal Officers, Mercantile Marine Department, to the Central Statistical Organisation for consolidation and publication in the "Statistical Abstract".

338. In a later Chapter, we have dealt with the details how passenger statistics should be collected, maintained and published, in future.

Statistics in respect of Indian Crew and statistics in respect of Indian and Non-Indian officers on Indian vessels.

339. From the (a) Articles of Agreement concluded in pursuance of Section 30 of the Indian Merchant Shipping Act (1923) and (b) Articles of Agreement concluded in pursuance of Section 35 of Indian Merchant Shipping Act (1923), which the crew have to execute with the Shipping Masters at the port of engagement and discharge, the Shipping Masters collect data about the number of Indian seamen shipped and discharged according to the Deck Department, Engine Room Department and Stewards Department.

340. The crew engaged at individual ports are also classified according to (1) their nationality, (2) nationality of vessels, (3) Departments and (4) Trade (Foreign and Home Trade). These statistics are collected by the Shipping Masters in the discharge of their normal duties.

341. With a view to preparing a complete Card Index of Indian Merchant Navy Officers, the Director-General of Shipping requested all Indian and British Shipping Companies operating in India, Port Trusts and other institutions engaging Merchant Navy Officers to fill up the following form in respect to each Officer engaged by them. Although it is more than a year that the circular letter was issued by the Directorate, full response has not been received and as a result, the work of maintaining the Card Indices has not yet been taken up. The form in which the Companies and institutions were

requested to send information about Officers engaged by them is given below :

(To be filled and returned to D. G. of Shipping, Bombay, through your employer)

Discharge Book No.

Registered No.

1. (a) Name in full (block letters).....
(b) Father's name

2. Date and place of Birth

3. Permanent Home address (with State).....

4. Physical features :

Height:.....Weight.....lbs. Chest (normal).....

Personal marks or peculiarities (if any).....

5. Languages:

Languages

Spoken.

Can read

Can write

6. Particulars of pre-sea training, technical training, and workshop experience (if any):

Name of Institution or Establishment.

From date.

To date

*General Remarks
Certificates,
Prizes etc.*

Technical Training

Workshop Training

Pre-sea training other than stated above

7. Details of Certificates of Competency as Master or Mate, Engineer, etc. held.

Grade of Certificate	Number	Place and date of issue	Particulars of endorse- ments, suspensions or cancellations
----------------------	--------	----------------------------	---

8. Additional Qualifications, Awards, Decorations, etc.

9. Membership of —

Trade Union

Technical Societies

Military, Air Force or Naval Reserve

10. Record of Sea Service:

Name of Shipping Company or Employer	Dates of Service		Remarks.
	From	To	

Names of ships in which served and capacity :

Name of ship	Capacity served in	Grade of certificate	Pay and Scale of Pay	Dates		Particulars of Trade and Type of vessel
				From	To	

11. Particulars of shore appointment or employment :

Name of em- ployer	Capacity ser- ved in	Grade of certi- ficate	Pay and Scale of Pay	Dates		Remarks
				From	To	

12. For Official use :

342. The data collected in the form mentioned in the above paragraph is compiled and maintained in the Directorate in the three forms mentioned below. This data when compiled will enable the Directorate to make an assessment of the requirements of Officers in the Merchant Navy during the next few years.

FORM No. I

(Name of Company :.....)

Age Distribution—Indians

Age	Master	Chief Officer	Second Officer	Third Officer	Fourth Officer	Cadet	Total
	Chief Engineer	Second Engineer	Senior Third Engineer	Junior Third Engineer	Fourth Engineer	Junior or Engineer	
Years							
Up to 25							
26 to 30							
31 to 35							
36 to 40							
TOTAL							

FORM No. II

(Name of Company :.....)

Further service required to complete sea-time for the next professional examination

Period	Second Officer	Third Officer	Fourth Officer	Cadet	
	Second Engineer	Senior Third Engineer	Junior Third Engineer	Fourth Engineer	Junior Engineer
1	2	3	4	5	6
Not mentioned . . .					
Completed less than 3 months					
3 to 12 months . . .					
13 to 21 months . . .					
22 to 30 Months . . .					
31 to 36 months . . .					
TOTAL					

NON-INDIANS

Second Officer	Third Officer	Fourth Officer	Cadet.	Total	Remarks
Second Engineer	Senior Third Engineer	Junior Third Engineer	Junior Engineer		
7	8	9	10	11	12

FORM No. III

(Name of Company :.....)

Unexpired period of contract on.....in respect of Non-Indians

Chief Engineer	Second Engineer	Senior Third Engineer	Junior Third Engineer	Fourth Engineer	Fifth Engineer
Master	Chief Officer	Second Officer	Third Officer		

Contract already expired

On probation . . .

Voyage agreement . . .

Upto 3 months . . .

3 to 6 months . . .

7 to 9 months . . .

10 to 12 months . . .

13 to 15 months . . .

16 to 18 months . . .

19 to 21 months . . .

22 to 24 months . . .

25 to 30 months . . .

31 to 36 months . . .

TOTAL . . .

	Chief Engineer	Second Engineer	Senior Third Engineer	Junior Third Engineer	Fourth Engineer	Fifth Engineer
	Master	Chief Officer	Second Officer	Third Officer		
Up to 30 years . . .						
31 to 35 years . . .						
36 to 40 years . . .						
41 to 45 years . . .						
46 to 50 years . . .						
51 to 55 years . . .						
56 to 60 years . . .						
Above 60 years . . .						
TOTAL . . .						

343. It is understood that most of the Shipping Companies have sent completed statements to the Director-General of Shipping who will, therefore, be in a position to maintain statistics about the number of Deck Officers and Engineers Indian and non-Indian separately, of various categories, together with the Certificates held by them. It may, however, be noted that the forms which the Director-General of Shipping requested the shipping companies to fill in did not contain columns for 1. Wireless Operators, 2. Pursers, and 3 Petty Officers and Clerks.

344. To complete the picture, the Director-General of Shipping should also obtain information about the crew employed by Indian shipping companies on a particular date.

345. After a careful examination of the forms in which the statistics of officers, Engineers and seamen are maintained at present, and after discussing the question with the Officers of the Directorate-General of Shipping, we have evolved a form in which these statistics should be maintained and published. We, therefore, recommend that the Directorate-General of Shipping should maintain a monthly register showing the position of the executive and Engineering Officers and the crew employed by Indian shipping companies in the following form and that these particulars should be published once a year.

Register of Officers on ships of the Indian Shipping Companies as on.....

	No. of Foreign going ships.		No. of Home Trade ships	
	Indian	Non-Indian	Indian	Non-Indian
Masters with Extra Master Certificate.			Masters. .	
Masters with Master Certificate.				

No. of Foreign going ships.		No. of Home Trade ships	
Indian Non-Indian		Indian Non-Indian	
Chief Officers with Master Certificate.		Chief Officers with Master Certificates.	
Mate Certificate . . .		Chief Officers with Mate Certificates.	
Second Officers with Master Certificate.		Second Officers with Master Certificate. . .	
First Mate Certificate		Mate Certificate . . .	
Second Mate Certificate .		Uncertificated . . .	
Uncertificated . . .			
Third Officers with first Mate Certificates.		Third Officers with Mate Certificates.	
Second Mate Certificate .		Uncertificated . . .	
Uncertificated . . .			
Fourth Officers & Junior Officers with Second Mate Certificate.		Fourth Officers & Junior Officers with Mate Certificates.	
Uncertificated . . .		Uncertificated . . .	
Cadets		Cadets	
Navigating Officers with Radar Observers Certificate.		Cadets	
(B) ENGINEERING OFFICERS			
Chief Engineers with I Class Certificates.		Chief Engineers with I Class Certificates.	
II Class Certificates .		II Class Certificates .	
2nd Engineers with I Class Certificates.		2nd Engineers with I Class Certificates.	
II Class Certificate . . .		II Class Certificate .	
Part 'A' Certificate . . .		Part 'A' Certificate .	
Uncertificated . . .		Uncertificated . . .	
3rd Engineer with I Class Certificate		3rd Engineer with I Class Certificate.	
II Class Certificate . . .		II Class Certificate .	
Part 'A' Certificate . . .		Part 'A' Certificate or Engine Driver's Certificate.	
Uncertificated		Uncertificated . . .	
4th Engineer with II Class Certificate.		4th Engineer with II Class Certificate.	

	No. of Foreign going ships.		No. of Home Trade ships	
	Indian	Non-Indian	Indian	Non-Indian
Part 'A' Certificate .			Part 'A' Certificate or Engine Driver's Certificate.	
Uncertificated . . .			Uncertificated . . .	
5th Engineer/Junior Engineers /Cadets with Part 'A'				
Certificate . . .			Part 'A' Certificate . . .	
Uncertificated . . .			Uncertificated . . .	
(C) WIRELESS OFFICERS.			WIRELESS OFFICERS.	
(D) PURSERS. . . .			PURSERS. . . .	
(E) PETTY OFFICERS & CLERKS.			PETTY OFFICERS & CLERKS	
(F) CREW.				
Deck Crew . . .			Deck Crew . . .	
Engine Room Crew			Engine Room Crew . . .	
Stewards Room Crew			Stewards Room Crew . . .	

346. In this connection it will be of interest to note how the information about the losses and gains in the number of officers and ratings of different categories in the British Merchant Navy is published in a monthly statement by the Registrar-General at Cardiff. A copy of the statement published by him for the month of February 1954 in this connection is given on Appendix XVII. Although the Director-General of Shipping, Bombay, may not be in a position at present to publish such figures in respect of officers and ratings in the Indian Merchant Navy, we consider that attempt should be made to collect the required statistics so that such information might be collected and published in the near future. With the supply of regular information by the shipping companies and other institutions employing Indian Merchant Navy Officers, and with the collection of similar statistics in respect of seamen by the "Seamen Employment Offices" which have started functioning recently, it should not be difficult in the near future for the Director-General of Shipping to collect and publish monthly similar figures in respect of gains and losses of officers and ratings of the Indian Merchant Navy. We, therefore, recommend that figures in respect of gains and losses of officers and ratings of the Indian Merchant Navy should be collected and maintained, and that such statistics should be published in the bulletin referred to hereafter, every year.

347. The Director-General of Shipping holds monthly examinations for competency as Masters (Foreign and Home Trade), Mates (1st Mate, 2nd Mate and Home Trade) and Engineering Officers (of

various categories). A register is maintained in the Directorate showing the name, certificate number, date of each of these successful candidates and a statement showing these particulars, is sent by the Director-General of Shipping every month.

Statistics in respect of freight on Imports and Exports.

348. The Director-General of Shipping collects, from the Indian shipping companies, statistics about freight on cargo and passenger which fares are, however, shown together and not separately. He does not receive any such figures from non-Indian shipping companies. He also does not collect any figures from Indian or non-Indian shipping Companies about the disbursements made by them. In order to meet our international obligations as well as to fulfil the needs of the Government, the trade and the shipping industry, we require more detailed information about freight and passenger fares earned on imports and exports, both by Indian and non-Indian shipping companies, together with the disbursements made by Indian shipping companies abroad and by non-Indian shipping companies in India.

Sailing vessel statistics.

349. The Officer on Special Duty for sailing vessels, the Directorate-General of Shipping obtains statistics of sailing vessels, their net registered tonnage and the cargo carried by them, in the following manner.

State .	Port	Procedure
West Bengal	Calcutta (Major Port)	Traffic—practically nil. No Minor port in West Bengal
Orissa	Minors Ports	Traffic Nil.
Andhra	Visakhapatnam (Major Port).	Traffic practically nil.
	Other Minor ports.	The Andhra State has agreed to follow Madras Minor Ports' practice.
Madras	Madras (Major Port)	From Administration Report.
	Minor Ports in Madras.	State Port Officer sends monthly statements showing tonnages of commodities at each port.
Travancore-Cochin . .	Cochin (Major Port).	From Administration Report.
	Other Minor Ports.	No response.
Bombay	Bombay (Major Port)	From Administration Report.
	Minor Ports in Bombay.	At present the Collector of Central Excise, Bombay is sending actual Export and Import General Manifests to the Directorate from which the Officer on Special Duty gets the required data.
Saurashtra	Minor Ports.	Six monthly reports are sent by the State Port Officer showing the number and net registered tonnages of sailing vessels as well as the tonnages of imports and exports carried by them.

State	Port	Procedure
Kutch	Minor Ports.	Annual Statement is sent by the Kutch State Government showing the number and tonnages of country-craft entering and leaving the ports.

350. The sailing vessels branch of the Directorate-General of Shipping posts the figures from the Bombay Minor Ports Manifest and from Madras Statement in registers according to ports, under the following headings :

1. Name of vessel.
2. Name of Tindel.
3. Tonnage.
4. To/From.
5. Commodities.

351. From these registers as well as from the six monthly reports of the Saurashtra Government and the annual statement of the Kutch State Government, the Officer on Special Duty prepares his figures for incorporation in his Annual Report to the Ministry of Transport. The Annual Report shows the number and registered tonnage of sailing vessels and the tonnage of cargo carried by these vessels. The report only names the principal commodities carried by the sailing vessels ; it does not show the tonnages of these commodities. Although the statistics of number and net registered tonnage of sailing vessels and the total tonnages of imports and exports carried by them, as maintained by the Special Officer, is adequate for his purpose, we consider that fuller details about the traffic by sailing vessels should be maintained at the different Major and Minor Ports and sent to the Director-General of Shipping for collation and publication in his monthly and annual bulletins.

The manner in which the statistics about the number and net registered tonnages of sailing vessels and the tonnages of imports and exports carried by them, etc. should be maintained in future by the different Major and Minor Ports, and the manner in which such information should be published by the Director-General of Shipping have been dealt with in details in a later Chapter.

General information about the Indian Shipping Companies

352. At present, the Director-General of Shipping is only maintaining names of Directors, Managing Agents, etc. of Indian shipping companies and the names of foreign shipping companies operating from India and their Agents in India. We, however, consider that the Director-General of Shipping should have much fuller information of at least the Indian shipping companies. We, therefore, recommend that the Director-General of Shipping should maintain a Register about the Indian shipping companies in his office, and that Register should contain information regarding those companies under the following heads :

1. Name of the Company.
2. Registered Office.
3. Branch Offices in India and abroad.

4. Year of commencement of business.
5. Capital:
 - (i) Ordinary and Preference:
 - (a) Authorised.
 - (b) Subscribed.
 - (c) Paid-up.
 - (ii) Debentures.
6. Names of Chairman and Directors.
7. Names and addresses of the Managing Agents, or Managing Directors.
8. Main terms of the Managing Agency Agreement.
9. Names and addresses of Agents in Indian and Foreign Ports.
10. List of vessels (foreign-going or home-trade to be shown separately) with their Type, G.R.T., D.W.T., Year built, Original Cost and Particulars of Last Survey.
- Ships added during the year with their G.R.T.
- Ships lost, scrapped or sold during the year with their G.R.T.
- Total number of ships with their G.R.T. as on.....
11. Description of the Trades in which employed—Services maintained and the number and tonnage of vessels employed therein.
- Nature of the trades in which ships are employed and the description of the services maintained in those trades and the number and tonnage of vessels engaged therein.
12. Conferences of which the Company is a member.
13. Year of issue of the last balance sheet.

353. We have given a broad summary in the above paragraphs of the statistics which the Directorate-General of Shipping has been maintaining at present, and have made certain recommendations for improving and amplifying the forms in which some of the statistics are maintained at present. In a subsequent Chapter, we have examined what further statistics the Directorate-General of Shipping should maintain, and have set forth our recommendations in connection therewith.

INTERNATIONAL OBLIGATIONS FOR SUPPLYING STATISTICS

Agencies to which statistics are to be supplied.

354. Before we deal with the additional port and shipping statistics which should be collected and the agency that should collect them, we have to examine three important subjects. They are, (1) the nature of the statistics which India has to furnish regularly and periodically under her international obligations, (2) what statistics are necessary for meeting the needs of the Government, the trade and the shipping industry, and (3) the nature and extent of the port and shipping statistics published in some of the leading maritime countries. We shall deal with the subject of our international obligations for supplying statistics in this Chapter. The other two subjects will be discussed in the Chapters that follow.

355. The Government of India have to supply, under her international obligations, statistics to—

- (1) the United Nations,
- (2) the Economic Commissions for Asia and the Far East,
- (3) the Statistical Services of the countries, members of the International Convention relating to Economic Statistics, signed at Geneva, on 14th December, 1928, and amended by the Protocol signed at Paris on the 9th December, 1948. The Government of India have also undertaken to compile and publish the statistics under the Convention just referred to, and
- (4) the International Monetary Fund.

Standardisation of transport statistics

356. The problem of the unification and the standardisation of the transport statistics of different countries, has been considered by the United Nations and its Commissions, from time to time. The Transport and Communications Commission passed a resolution at its fourth session in March 1950 recommending that the statistical series listed in that resolution be compiled by each country in which there is traffic of the sort described in those series, on a monthly or annual basis, as indicated in that resolution. The statistical commission of the United Nations endorsed that resolution at its fifth session held in May, 1950. The object of these resolutions was the standardisation of transport statistics. The progress indicated by these resolutions was noted by the eleventh session of the Economic and Social Council in Resolution 299 (IIC). The Statistical Office of the United Nations revised its paper entitled "Transport Statistics" in the light of these resolutions. The revised document was published by the Statistical office in English, French and Spanish, as "Statistics—Paper Series M, No. 8", with the title "INTERNATIONAL STANDARD DEFINITIONS FOR TRANSPORT STATISTICS". Certain extracts from this paper having a bearing on the obligations India has undertaken to furnish statistics, have been reproduced in Appendix XVIII. This revised paper containing International Standard Definitions for Transport Statistics, was sent by the United Nations:

to the Governments who are members of that body, with the request that they should follow the suggestion of the Commission and examine the possibility of producing for purposes of international comparability, series of statistics in substantial agreement with those set forth in that document.

Statistics to be supplied to the United Nations.

357. So far as sea-going shipping is concerned, the Government of India, in pursuance of the resolution referred to above, have undertaken to furnish statistics to the United Nations under the following heads :

Monthly Returns :

1. Goods unloaded in coastwise traffic.
2. Net registered tonnage of vessels arrived with cargo in coastwise traffic.
3. Net registered tonnage of vessels departed with cargo in coastwise traffic.
4. Goods loaded in international sea-borne traffic.
5. Goods unloaded in international sea-borne traffic.
6. Net registered tonnage of vessels entered with cargo in external trade.
7. Net registered tonnage of vessels cleared with cargo in external trade.

Annual Returns: Number and gross registered tonnage of—

8. Passenger vessels.
9. Tankers.
10. Dry cargo vessels.
11. Passenger capacity of passenger vessels.

358. The Statistical Office of the United Nations publishes transport statistical series in the United Nations Monthly Bulletin on Statistics, and in the United Nations Statistical Year Book. Tonnage of goods loaded in coastwise traffic has now been added to series referred to above. India has not yet been able to furnish information to the Statistical Office of the United Nations in connection with (1) goods unloaded in coastwise traffic, (2) goods loaded in international sea-borne traffic, and (3) goods unloaded in international sea-borne traffic. The Government of India supply information in regard to the net registered tonnage of vessels entered or cleared with cargo in external trade in accordance with the figures supplied by the Director General of Commercial Intelligence and Statistics. As regards the information required in the other series, they furnish information in accordance with the statistics given by the Directorate General of Shipping. We understand that information has also to be supplied in regard to the merchant vessels under construction and merchant vessels launched. Information under these heads has not yet been supplied by India.

Statistics required by ECAFE

359. The Economic Commission for Asia and the Far East of the United Nations publishes a comprehensive annual survey on economic

conditions and problems of the countries within its scope. It requests the Governments of that region for supplying it with certain statistical information for the preparation of statistical tables to be included in the survey. So far as sea-borne shipping is concerned, it asks for statistics under the following heads :

1. Goods unloaded in coastwise traffic.
2. Net registered tonnage of vessels entered with cargo in coastwise traffic.
3. Net registered tonnage of vessels cleared with cargo in coastwise traffic.
4. Goods loaded in international sea-borne traffic.
5. Goods unloaded in international sea-borne traffic.
6. Net registered tonnage of vessels entered with cargo in external trade.
7. Net registered tonnage of vessels cleared with cargo in external trade.
8. Number and gross registered tonnage of vessels of 100 gross registered tons or over—
 - (i) Passenger Vessels.
 - (ii) Tankers.
 - (iii) Dry Cargo vessels.
 - (iv) Passenger capacity of passenger vessels.

360. It will be seen that the above statistical information asked for by the Economic Commission for Asia and the Far East, is almost on the same lines on which statistical information is to be furnished to the United Nations. The words "Entered" and "Cleared" appearing in items 2 and 3 above, have been subsequently changed into "Arrived" and "Departed", by the Statistical Office of the United Nations. Thus the information that the Government of India would collect for meeting her obligations to the United Nations will also enable them to meet the requirements of the Commission.

Statistics to be published and supplied under convention of 1928

361. As stated above, the international convention relating to economic statistics, signed at Geneva on 14th December 1928, was amended by a protocol signed at Paris on 9th December 1948. The original convention was passed under the auspices of the League of Nations. With the dissolution of the League of Nations, the duties and functions laid down under the convention are now performed by the United Nations.

362. There are two obligations imposed on the high contracting parties that have signed the convention and the protocol. The first is that the high contracting parties shall compile and publish, in respect of every part of the territories under their administration to which the convention applies, statistics mentioned in article 2, at the interval stated therein. The second obligation undertaken by the high contracting parties is that their respective statistical services shall exchange, with each other, the statistical returns compiled and published by them, in accordance with the provisions of the convention.

363. So far as sea-going shipping is concerned, the statistics to be compiled and published, as well as exchanged under article 2 of the convention, are (i) annual and monthly returns of the quantity and value of imports and exports, and (ii) annual and, if possible, quarterly or preferably monthly, returns, showing the net tonnage of vessels engaged in external trade, entered at or cleared from the ports of the countries concerned, according to their nationalities.

364. Accounts relating to the Foreign (Sea, Air and Land) Trade and Navigation of India, published by the D.G.C.I.S., Calcutta, give monthly and annual returns for the value of imports and exports. They, however, do not give the figures for the quantity of imports and exports in certain cases.

365. The Accounts referred to above publish returns showing the net tonnage of vessels engaged in external trade, entered at and cleared from the ports of India according to their nationalities. The number of Flags with which these returns deal, are (1) Indian, (2) British, (3) America, (4) French, (5) German, (6) Italian, (7) Norwegian, (8) Japanese, and (9) other nationalities grouped together.

366. The point to be noted in this case is that the value of imports and exports is to be given in the returns. The tonnage of vessels engaged in external trade is to be classified according to their Flags. Such Flagwise information is not required either by the United Nations or by the Economic Commission for Asia and the Far East.

Collection of additional statistics

367. It would be noted from the above paragraphs that the additional statistics which will have to be collected, will be in respect of—

- (i) Goods unloaded in coastwise traffic,
- (ii) Goods loaded in international sea-borne traffic, and
- (iii) Goods unloaded in international sea-borne traffic.

This point will have to be borne in mind when we come to the Chapter of the additional port and shipping statistics which India needs.

Statistics to be supplied to the International Monetary Fund

368. India, as a member of the International Monetary Fund, is under an obligation, in terms of Section 5 of Article VIII of the Fund Agreement to furnish to this international organisation information on the country's balance of payments. The Reserve Bank of India has been entrusted with the task of collecting and furnishing the information in respect of India's balance of payments to the International Monetary Fund in the form laid down in its Balance of Payments Manual. One of the items in India's balance of payments compilation relates to earnings and expenses on account of transportation, which has to be on the model of Table V of the Fund Manual (reproduced as Appendix XIX). This calls for collection of information on both receipts and payments in respect of sea, air, land and rail transportation. The guiding principle in recording receipts and payments is that the transactions should have taken place between foreigners and residents. There is one exception to

this, namely that as regards imports, freight received by domestic operators from both foreigners and residents is included in the transportation account. This is to facilitate international comparisons when the shipping account is made up on a c.i.f. basis. Except for this, the account excludes all transactions between foreign residents and foreign companies as well as those between residents and domestic shipping companies. On a careful analysis of the information which is to be furnished on the model of Table V of the Fund Manual, the Reserve Bank of India, will have to collect information in regard to the transportation account under the following heads in so far as they relate to our terms of reference:—

1. Freight payments received by domestically operated carriers (i.e., Indian ships) from residents and foreigners (a) in cross trades (i.e., between any two foreign countries); (b) in transit traffic within India; (c) in foreign coastal traffic; and (d) any other traffic within foreign territory.
2. Payment received by way of passenger fares and for ship-board and similar expenses from passengers by domestically operated ships (i.e., Indian ships) in international traffic, foreign coastal traffic and traffic within territories of foreign countries.
3. Disbursements made by foreign-operated carriers within India.
4. The amount of charter hire received from foreign operators for domestically owned carriers, i.e., Indian ships chartered by them.
5. Amount of freight paid to foreign-operated carriers on imports into India.
6. Amount of freight paid to foreign-operated carriers for trans-shipment of cargo from India.
7. Amount of freight paid to foreign operated carriers for services rendered by them in Indian coastal trade or trade within the territory of India.
8. Amount of passenger fares for ship-board and similar expenses paid by residents to foreign-operated carriers in international traffic, in coastal traffic and traffic within the territory of India.
9. Amount of disbursements made by domestically operated carriers in foreign countries.
10. Amount of charter hire paid by residents to the owners of foreign carriers for chartering their ships.

369. We have had several talks with the Officers of the Balance of Payments Division of the Reserve Bank of India who are concerned with the compilation of shipping data for transmission to the International Monetary Fund. We understand that their first consideration in collecting transportation statistics or balance of payments statistics generally is to make the maximum use of the information available with the Bank's Exchange Control Department or with the Government Offices, such as Directorate-General of Shipping. Secondly, where part of the information is available and total can be obtained in the form of reasonable estimates they are preferred to direct surveys which often involve a great deal of clerical labour.

Thirdly items which are quantitatively more important, as a rule, receive precedence over others.

370. Thus out of the 10 items enumerated above, information regarding items 3, 4, 9 and 10 is, we are assured by these officers, wholly or in part available with the Bank's Exchange Control Department. This will in due course be processed for incorporation in the transportation account. Similarly, we are further informed by them, that if the records of the Director-General of Shipping are supplemented, if necessary, by an independent survey restricted to domestic companies, they are expected to yield a large part of the information relating to items 1 and 2. Moreover, it was brought to our knowledge that the Reserve Bank of India was in correspondence with the Director-General of Shipping on this question when our Committee was appointed. In magnitude, item 7 and the portion of item 8 relating to coastal and inland traffic are considered by these officers to be negligible. These have been, therefore, left last by them for consideration.

371. By far the most important items are 5, 6, 7 and 8. Instead of depending on the sampling method for estimating these items by applying freight rate data to the figures of exports etc., the Bank has decided to undertake a survey under the powers conferred by the Government of India, Ministry of Finance Notification No. D-II-1869. EF/47, dated October 23, 1947, in terms of Section 4 of the International Monetary Fund and Bank Ordinance No. XLVII of 1945, making it obligatory on non-Indian shipping companies operating in India to file with them returns on the schedule designed for that purpose. The original intention was to obtain individual returns from foreign shipping companies or the shipping agents. But as it was represented on behalf of some shipping companies that it would be more convenient for them to supply the information on a consolidated basis for all shipping companies belonging to the same nationality, a proforma has been devised for making a consolidated return on this basis. The shipping companies have now been given the choice of either making an individual return or sending a consolidated return on a nationality basis. In addition to this the Reserve Bank seeks information regarding total deadweight tonnage of cargo exported from India by non-Indian shipping lines.

372. The nature and extent of the data which the Reserve Bank has now undertaken to compile, as mentioned above, relating to India's earnings and expenses on account of Transportation, to discharge India's international obligations will have to be taken into consideration by us when we shall deal, in a later chapter, with the question of the tonnages of cargo carried in the coastal and overseas trades of India by all shipping companies and the freight payable thereon.

STATISTICS WHICH GOVERNMENT, TRADE AND SHIPPING INDUSTRY REQUIRE

373. The question who imports or exports, from or to which party, from or to which port, what commodity of what weight and value, by ship of which flag, and what is the amount of freight payable thereon sums up the philosophy underlying the Trade and Shipping statistics of a country in coastal and international waters. The essence of statistical planning would be to devise methods by which data could be produced according to different cross sections of importance from time to time. The Committee have, however, been asked to make recommendations as to what measures should be taken for collecting statistics in regard to two specific subjects as well as for meeting the general requirements of Government, Trade, Shipping Industry and International agencies. Two specific subjects with which we have been asked to deal are (1) the nature and quantity of Government cargo, the amount of freight paid thereon, and the shipping which carries that cargo; and (2) the total tonnage of the commodities imported into and exported from India and the amount of freight paid thereon to the Shipping Companies which bring or carry them. These specific subjects will be dealt with in subsequent chapters. The subject of supplying statistics to international agencies has already been dealt with; we shall, therefore, examine in this chapter, the statistics which Government, Trade and Shipping Industry require.

374. It is difficult to enumerate all the requirements of Government, for Trade, and Shipping Statistics. They vary from time to time. Special circumstances may call for the collection of statistics on special subjects or in a special manner or for a special purpose. We can, therefore, examine here this question only in a broad and general way.

Commodity data for shipping Government Policy

375. As the exports of a country both visible and invisible have to pay for its imports both visible and invisible for maintaining a proper Balance of Trade, the data regarding the value and volume of the commodities imported and exported has become a subject of profound interest to every maritime country. Particulars of the quantities of commodities which are imported or exported prove of considerable assistance to the country in the development of its existing and the establishment of new industries. For instance, the knowledge that several lakhs of tons of sugar were imported from Java, in spite of the abundance of the raw-material in the shape of sugar-cane growing in the country, enabled the Government to establish the sugar industry under a system of protection. Similarly, the Government have to keep an eye on the volume of the commodities exported. It may not be desirable to export raw materials in such large quantities as may starve the industries of the country which need these materials for their existence and expansion. The Government have, therefore, to take steps for restricting the exports of cotton of certain varieties. Moreover, now that the Government have been controlling for a variety of reasons, the import and export policy of the country,

particulars regarding the volume and value of different commodities imported and exported prove of considerable help and are, therefore, continuously required. These statistics are also of great help to the Trade, as the importers and exporters have to carefully study the volume and the value of these commodities for the successful operations of their business. Similarly, the shipowner cannot successfully fill up the space in his ship, unless he knows the weight of the different commodities which are brought to or carried from the country. Our conclusion, therefore, is that the collection and maintenance of accurate data in regard to the weight and value of the commodities imported and exported is a matter of great importance to the country. As our task is to deal with the Port and Shipping statistics, we are more concerned with the study of the weight and volume rather than of the value of our imports and exports.

Regionwise statistics essential for regulating Exchange Control Policy.

376. Statistics regarding the ports and countries from which commodities are imported or to which commodities are exported are of special interest to the Government, the Trade and the Shipping industry. The Government have to regulate their Exchange Control Policy. They have to conserve their exchange resources. It is, therefore, a matter of vital importance for the Government to know what commodities, in what volume or weight, are exported to or imported from the different regions of the world. They have to conserve their Dollar resources. They would naturally, therefore, like to develop the trade with the Sterling Area. At the same time, various other considerations might justify the import of goods from the Dollar Areas. If the Government have, therefore, with them the statistics of commodities imported and exported regionwise, they will be of considerable advantage to them in shaping their Exchange Control policy and in conserving their exchange resources.

Regionwise data useful for trade agreements

377. India has been following the policy of effecting trade agreements with foreign countries. It is essential, therefore, for the Government to know what commodities India imports or what commodities India exports to the countries with which the Government want to arrive at a trade agreement. The accurate knowledge, therefore, of the main commodities that might be imported from or exported to different regions will provide very helpful material to the Government in deciding what steps could be taken to develop their import and export trade with countries with which they desire to conclude trade agreements.

Regionwise data helps determining tariff policy

378. India has also been a party to the general agreement on trade and tariffs. The Government have arrived at certain arrangements with certain countries in regard to the question of tariff, i.e., the rates of import and export duties that should be levied. Any arrangement that could be made for determining the rates of tariff would naturally require in the first instance a careful analysis of the commodities that are imported or exported to different regions. The collection and maintenance of accurate data in regard to the

volume and value of commodities which are brought from or sent to different regions becomes a matter of vital importance to the Government from several points of view.

Countrywise Commodities Data necessary for developing Import Export business.

379. The regionwise knowledge of imports and exports is a matter of equal importance to the Commercial community. Import and Export houses are always anxious to know where the commodities come from, or where they go, to enable them to develop the markets they may have built up and to open new markets which they consider important for their business. For instance, Salt and Coal were exported in fairly large quantities to Japan in recent months. Statistics in regard to such exports would be of considerable help to the Import and Export houses in developing their business. It is common experience that price factor plays an important part in the movement of commodities in international trade. The knowledge, however, of the commodities actually imported and exported assists the business community in shaping their price policy in retaining and expanding their business.

Regionwise statistics and economic operations of ships

380. So far as the shipping industry is concerned, these statistics help the shipowners very much in ensuring the economic operations of their ships. First of all, every shipowner will like to fill up the space in the ship to the best advantage by carrying as large a quantity of cargo as possible in the shortest time and at remunerative rates. The shipowners should, therefore, know what commodities could be exported or imported from different countries and in what weight and volume. A careful analysis of such statistics would help them in filling their ships and carrying the cargo with the best economic results. Moreover, shipowners are always anxious to know which routes are more profitable than others. Their success would lie in running ships with cargo on remunerative routes in establishing their services in trades which bring them larger amounts of freight. They, therefore, most earnestly welcome the collection and maintenance of statistics of different commodities together with their volume and weight and the particulars of the countries from which they come or to which they go. Our conclusion therefore, is that every endeavour should be made to maintain accurate data in regard to the commodities that are imported or exported together with their weight and the particulars of the countries from which they come or to which they are sent.

Development of sailing vessel Industry requires separate statistics

381. We have already stated, in a previous chapter, that Sailing vessels play an important part in the economy of the country. They are of special advantage in the movement of commodities to and from ports where steamers cannot go owing to their comparatively bigger draft. Sailing vessels also fill a great gap in the movement of cargo when steamers might be otherwise employed in the event of war. Experience has shown that Sailing Vessels rendered very good service in the carriage of cargo in the coastal waters which was badly needed during the last war. The Government have been taking very keen interest in the development of the sailing vessel industry. As a

result of this keen interest, they have already appointed a special officer in the Directorate-General of Shipping for studying the problems connected with the sailing vessel industry and putting it on such a basis that it may survive and develop on sound lines. The policy of the Government, therefore, is to collect separate statistics both in regard to the movement of the sailing vessels and the tonnage of the commodities which they carry.

382. The commercial community would also like the sailing vessel industry to progress on proper lines, as the availability of proper sailing vessels will help them considerably in their import and export business round the coast as well as in adjacent waters.

383. In view of what we have stated above, it will be agreed that the sailing vessels industry must be preserved, strengthened and developed on sound and economic lines. We must, therefore, state that we have arrived at the conclusion that separate statistics in regard to the tonnage of commodities that move by steamers and those that move by sailing vessels should be collected and maintained.

Flagwise statistics and development of Indian Shipping

384. Shipping of a country plays a very important part in its invisible exports. It helps a country by a careful adjustment of the rates of freights to open up new markets for its products. Apart from its importance in the general economy of the country, shipping always provides a very valuable and effective second line of defence. The Government of a country is, therefore, intensely interested in building up its own Merchant Navy. In view of the present position of shipping in India which owns less than half a per cent. tonnage of the world while its overseas trades come to three to three and a half per cent. of the world trade, the study of the flagwise imports and exports of India has become a matter of profound importance to our Government. They have already issued instructions to the Major Ports and to the maritime States which are in charge of the Minor Ports to submit to them a statement of the number of the ships together with the flag they fly which bring imports and carry exports from these ports. This flagwise statistics of imports and exports would naturally be of great importance and interest to the shipping industry of the country. A shipowner intending to build up a service in the overseas trades of the country would naturally like to know the number of ships which may be plying on the route he wants to serve together with the nationalities of those ships. He would, therefore, be able to judge for himself the nature of the competition which he will have to face and the possibility of his securing a share of the trade on that route or on that service.

Study of flagwise data for opening new shipping services

385. The Government have already announced a dynamic national shipping policy and have accepted a target of two million tons for the Indian Merchant Navy. A careful and continuous study of the flags which carry India's import and export trades and the routes on which they carry the same will, therefore, be of great assistance both to the Government and the shipping industry as to the steps that could be usefully taken in establishing Indian shipping services on different routes and in expanding their shipping services

or the routes where they are already running. There can, therefore, be no question of the necessity and importance of collecting flagwise statistics for our imports and exports. Our considered conclusion, therefore, is that full statistics should be maintained in regard to the flags which bring or carry our commodities to and from India and the weight of the commodities which are thus brought or carried. It will not be enough merely to have particulars of the total imports and exports brought to a port by ships of different flags. It is of great importance to know the weight of the different commodities brought to or carried from our country by the different flags of the ships interested in these trades.

Purposes for which Government require passenger statistics

386. It is the right of a sovereign country to regulate the composition of its population. It is, therefore, its responsibility to keep a careful record of the persons who enter in or go out of the country. Apart from the checking of the incoming and outgoing passengers under the passport system, the Government of India have enacted two measures for ensuring the regulation of passenger movement. The Indian Emigration Act, 1922, and the Rules made thereunder enable the Government to regulate the outward movement of its nationals. The Registration of Foreigners Act, 1939, and the Rules made thereunder, enable them to regulate the movement of foreigners in the country.

Statistics for the implementation of the emigration policy

387. Under the present Emigration policy of the Government of India, the emigration of unskilled labour has been practically banned. The emigration of Indian skilled labour is fully controlled. While it is true that highly skilled workers like Doctors, Engineers, etc. and businessmen do not normally come within the scope of this Act, every passenger going out of India is checked before he boards the vessel by the Emigration Officer and no one who is not permitted by him to go can be allowed to board the ship. The annual Administration Report of the Controller-General of Emigration on the working of the Indian Emigration Act, issued by the Ministry of External Affairs, contains the particulars of the passengers whose movements were regulated at the Indian Ports under the Indian Emigration Act. It is obvious that this Report is not intended to incorporate the statistics of all people coming in or going out of the country. Moreover, the Indian Emigration Act can only deal with the movement of the nationals of the country. It has nothing to do either with the statistics or the regulation of the movement of foreigners.

Statistics of the entry and exit of foreigners

388. Particulars of movement of foreigners are kept under the Registration of Foreigners Act, 1939. It is the responsibility of the Ministry of Home Affairs to do so. The question of effecting improvement in the statistics collected by the Ministry of Home Affairs for this purpose, with a view to increasing their utility from the national point of view, and conforming them as far as possible to the recommendations of the United Nations, was recently considered by a Working Party on Improvement of Migration Statistics, set up by the Central Statistical Organisation. If the suggestion made by them for the filling in of the Embarkation and the Disembarkation Cards by every foreigner entering or leaving the country, is acted upon, it

will no doubt make a considerable improvement of the statistics which the Ministry of Home Affairs maintains to-day in regard to the movement of foreigners who enter or leave the country. There is also a suggestion that the cards in question should also be filled in by the nationals of India. The draft of the Disembarkation and Embarkation Cards which are suggested in this connection, is set forth in Appendix XX. Even the statistics, that might be gathered under the Disembarkation and Embarkation Cards, as suggested will not enable the Government to secure all the statistics in regard to the passenger movement which they require.

Statistics for the development of the tourist traffic.

389. The development of the tourist traffic is of considerable help in adding to the Exchange resources and the general wealth of the country. The Government have, therefore, been evincing keen interest in the progress and development of this traffic in recent years. The Development of this traffic requires a careful study of the countries from which passengers come to India. The number of Indians going abroad has been now on the increase, since India has attained independence. There are a number of purposes for which Indians go abroad. Some of them go to foreign countries for attending international conferences and commissions. Some of them go there as members of Trade Delegations. Others leave India on political missions. A large number of Indians go abroad for study. Some of them go in search of business or employment. Some also go for pleasure and sight-seeing. Similarly, a number of people from foreign countries come to India for a variety of purposes. A comprehensive collection and maintenance of passenger statistics has, therefore, become quite necessary.

Statistics regarding the entry of foreign tourists

390. At present, the Collectors of Customs at ports have been furnishing certain statistics in connection with the entry of foreign tourists in India to the Ministry of Transport. They do not contain the particulars of the nationals returning to the country. Further, the statistics thus furnished are confined to the number of Saloon passengers only. They do not contain the record of passengers who travel on deck. The statement furnished by the Collectors of Customs do not contain separate figures of arrivals by sea and arrivals by air. While the statement gives the number and nationality of the foreigners entering into India together with the purpose for which they come, no particulars are to be found in regard to the countries from which they are coming. It is not the passengers who are called upon to state in writing the purpose of their visit but the same is ascertained, we are told, by the representatives of the Customs by putting questions to the passengers when they are dealing with their baggage forms. While the information which the Collectors of Customs furnish to the Ministry of Transport, may be useful in its own way, it will be realised that such piecemeal information as collected by different agencies cannot meet the comprehensive requirements of the Government of India for maintaining passenger statistics to meet all national requirements.

Passenger lists furnished to the police and the Port Health Officers.

391. Port Health Officers have to give a Bill of Health to the passenger/ships at different ports. They are furnished with passenger

statistics in a certain form by the shipping companies the passenger ships of which require a Bill of Health. So far as we have ascertained, no passenger statistics are published by these Port Health Officers. Similarly, a list of passengers, sailing by a ship, has also to be sent to the Police. We understand that no such statistics are published by that department.

Passenger statistics to be collected under the Indian Merchant Shipping Act

392. Passenger statistics have also to be collected under the Indian Merchant Shipping Act in regard to the passenger ships, unberthed passenger ships and pilgrim ships. The Directorate-General of Shipping collects the data, thus required, in regard to the passengers carried by Indian Shipping Companies engaged in overseas trades. Similar data is not collected by that Directorate from foreign shipping companies. Moreover, the Principal Mercantile Marine Officers of the Ministry of Transport are supplied by the shipping companies, with the number of unberthed passengers carried under 'A' and 'B' certificates held by their ships. The data collected by the Mercantile Marine Officers in respect of unberthed passengers are supplied by them to the Statistical Organisation which publishes such figures in its Statistical Abstracts.

393. Our conclusion, therefore, is that, although passenger statistics are maintained by some of the Ministries and offices of the Government of India in discharge of their duties and in execution of their administrative functions, no statistics in regard to the people going out of India or coming into India by sea, on an integrated and comprehensive basis, are maintained to-day.

Data of passenger traffic—routes and internal arrangements of Passenger Ships.

394. Shipowners are keenly interested in the study of passenger statistics. They would like to have definite information in regard to the number of passengers that come from Ports of different countries and number of passengers that proceed from India to ports of foreign lands. Accurate data in connection with this regionwise information of passenger traffic will be of great help to them in deciding the routes on which they should run passenger ships and the type of those ships which they should build. Moreover, shipowners are greatly interested in having accurate data in regard to the passengers that would travel by the First, Second or the Tourist Class, or as unberthed passengers. These would enable them to decide the internal arrangements of the ships they should construct for running on different routes. Shipowners are equally interested in having an accurate idea of the number of men, women and children that would travel on their ships. Statistical information in this direction is of immense advantage to the shipowners in fitting their ships with the number and type of cabins that are required.

Details essential for future passenger statistics

395. Social and political considerations would also justify the State in maintaining statistics of incoming and outgoing passengers according to class of travel, sex and regions of travel. The object for which a passenger enters a country or the object with which he

leaves the country is a subject of keen interest to the State. Moreover, the Government consider it necessary to maintain a list of the people according to their nationalities who embark from a port or disembark at a port in the country. It will, therefore, be realised that there are several view points from which the Government are interested in the study of passenger statistics and there are a number of objects with which both the Government and the ship-owners would like the passenger statistics to be maintained. We have, therefore, come to the conclusion that in collecting and maintaining statistics of passengers who arrive or depart by sea, the following details are quite essential :—

1. Separate figures for the total number of passengers that embark from or disembark at different ports in India giving the nationality or the flag of the ship from which they disembark or on which they embark, and the particulars of the ports and countries from which they may have arrived or for which they may have sailed.
2. Particulars of incoming and the outgoing passengers according to their class of travel, sex and nationality.
3. The purpose for or the object with which the incoming passengers enter the country and the outgoing passengers leave the country as well as the duration of the visit.

Movement of passengers in the coastal trade of India.

396. There is a fairly large number of passengers who travel by ships and sailing vessels in the coastal trade of India. As the coastal trade has been reserved to Indian ships, the question of the flagwise movement of these passengers, has lost its previous importance. Some of the Administration Reports of Ports give particulars of the number of passengers moving within a particular State as well as those who are proceeding from one State to another of the Union of India. The particulars of these passengers moving under long and short voyages and moving from certain ports to other ports are recorded in the 'Statistical Abstract', published by the Central Statistical Organisation. It is, however, essential that the passenger statistics, whether they are coastal or overseas, must be collected, compiled and published by the same Agency. We shall, therefore be dealing with this subject in Chapter XIII wherein we have considered the question of the Agency which has to publish the port and shipping statistics in India.

National shipping policy and security and flags that carry India's Trades

397. The number and tonnage of ships that enter or clear into foreign trade with cargo or in ballast is also a subject of close interest to the Government of the country. The nationality of the tonnage that thus enters and clears and the number and tonnage of ships which enter from different regions or clear to different regions enable the Government to assess the part which shipping of different countries plays in the carriage of India's overseas trades. While this data will be of great help to the Government

that accurate data in regard to the number and the net registered tonnage of ships that enter or clear in foreign trade with cargo or in ballast should be maintained. This data should include the particulars of the flag of the ships and the regions from which the ships enter or to which they clear.

Turn-round of ships and Port and Shipping Economy

398. The turn-round of a ship in port is a matter of vital economic importance to the shipping industry, both national and international. The earning capacity of a ship depends largely, among other matters, on the despatch it receives in loading and unloading cargo at a port. The trading community is also interested in the quick turn-round of ships that enables them to ship their cargo for certain date shipments in time. Moreover, the quick delivery of cargo saves them from the avoidable burden of interest on the money locked up and the other charges and the heavy incidence of other incidental expenses which would otherwise swell. Moreover, as we have pointed out in paragraphs 98-100 above, the quick turn-round of a ship enables the ship-owners to carry the same cargo and maintain the same services with a much smaller number of ships than they would otherwise be able to do.

399. The ports are equally interested in giving the ships a quick turn-round. They will, therefore, be able to handle a larger quantity of cargo in a fixed time. Not only will this avoid congestion and reduce the extent of the space that would be demanded for cargo in transit sheds but it would also enable the ports to place their services at the disposal of the trade and shipping industry at reasonable rates.

400. The quick turn-round of ships is also a matter of serious concern to the State. The handling capacity of the ports would depend upon the despatch which it is able to give to the ships loading and unloading cargo within its limits. With the slow output of labour and with the increasing delay in turn-round of ships, the export and the import trade of the country would considerably suffer. That would have rather a serious repercussion on the general economy of the country.

401. It will, therefore, be recognised that the Government, the trade and the shipping industry all are intensely interested in ensuring the quick turn-round of ships at the ports in the country. Our conclusion, therefore, is that the ports should be requested to submit a periodical report in a clear and comprehensive way on the turn-round of ships. The Report should deal separately with ships carrying general cargo and ships carrying such bulk cargo as food-grains, coal or oil. It should contain careful conclusions based on accurate details which would indicate what despatch ships of different types and carrying different trades are getting at the port.

Records kept by the Directorate-General of Shipping.

402. In Chapter VIII we have already given an indication of the nature and the extent of the cargo, shipping and passenger statistics

statistics. The above paragraphs, however, give the picture in broad and essential outlines. The Directorate-General of Shipping has also been maintaining other statistics. Statistics of the ships on Indian Register, statistics of the casualty to ships, and statistics of the sea personnel, that is Executive and Engineering Officers and seamen serving on Indian ships are recorded by that Directorate at present. We have already made our recommendation in Chapter VIII as regards the form in which they should be maintained and published in the future. Statistics regarding ships under construction in India statistics for port facilities and aid to navigation have to be collected and maintained. We have dealt with these subjects in a subsequent Chapter.

403. We have tried in the above paragraphs to indicate the requirements of the Government, the trade and the shipping industry in a broad and general way in regard to the port and shipping statistics. We shall examine in Chapter XII what additional statistics should be collected to meet these requirements, and the agency that should collect them



सत्यमेव जयते

CHAPTER XI

STUDY OF PORT AND SHIPPING STATISTICS IN LEADING MARITIME COUNTRIES

404. We have been asked to "examine the existing system of collection, maintenance and publication of Port and Shipping statistics, in all its aspects, and make recommendations" amongst others "as to what measures should be taken for collecting further statistics in regard to ports and coastal and ocean-going shipping, with particular reference to the needs of the Government, the trade and international agencies and the shipping industry". Our Terms of Reference have further enjoined us that "in making their recommendations, the Committee may take into consideration the nature and extent of the collection, maintenance and publication of port and shipping statistics, in such leading maritime countries as the United Kingdom, the United States of America, Japan, Germany, Norway, Italy, Holland, Belgium and France". We have already examined the question of (i) India's international obligations for supplying statistics and (ii) statistics which Government, Trade and Shipping industry require in the last two Chapters. We shall consider in this Chapter the nature and extent of port and shipping statistics in leading maritime countries. It is essential to remember that we have to examine the existing system of collection, maintenance and publication of port and shipping statistics.

Difficulties in the Way of Study

405. We had to study the important question of port and shipping statistics in leading maritime countries in all its essential aspects by exchange of correspondence with the High Commissioner for India and Indian Embassies in foreign countries. We have already pointed out in paragraph 13 how the study of this vital problem by exchange of letters has not been found satisfactory. It has left many gaps unfilled in regard to the information in connection with the important aspects of this subject.

Detailed data not received from all countries

406. Out of the nine maritime countries, the nature and extent of the port and shipping statistics of which we were asked to consider, we may state at the start that no detailed literature on the subject has been received from Germany, Italy, Holland, Belgium and France. Some interesting information in regard to the collection of information about freight has been received from Norway. Comparatively speaking, much more detailed information has been obtained from the United Kingdom, the United States of America, and Japan. It is, therefore, natural that our study of the question is mainly based on the countries from which, comparatively speaking, more detailed information has been received.

407. We have received very limited information in regard to the statistics maintained by different ports in these countries. As a

Port Statistical systems vary

408. While we are informed that most ports maintain statistics themselves of cargo, passenger and shipping for their own use, the Port of New York Authority has told us that that authority does not itself maintain the port statistics. All the foreign and domestic trade statistics, which they maintain, are derived from two prime sources: The Bureau of Census, United States Department of Commerce, and from the Corps of Engineers, United States Army. On the other hand, the Board of Los Angeles Harbour Commissioners have published in their report for the year ended 30th June, 1953, port and shipping statistics in great detail. Not only have they given the statistics of passengers by trade and vessels by flag, but they have also given the details of imports and exports by trade as well as by regions. It will be interesting to add here that the Port of New York Authority, in the analysis which it publishes, gives detailed figures of the tonnage of commodities imported and exported into the port of New York, as compared with the entire trade of the United States of America. Further, while both the ports of London and Liverpool collect and maintain their own statistics from their own documents, neither of them maintains the particulars of imports and exports either according to the Line or according to the Flag. Liverpool, however, maintains a commodity statement regionwise for its own use. London Port does not collect such statistics even for its own requirements. While the New York Port Authority cannot obtain the particulars in regard to the number of vessels and their cargo according to the individual steamship lines, the Federal Government has access to such information, but it does not release it as a matter of policy. On the other hand in Japan, goods loaded and unloaded in international sea-borne traffic both by the seventeen Japanese and thirty-nine foreign shipping companies have been published according to the country of destination and the country of origin. What would have been considered as confidential, in the United States of America, has been published for public information in Japan by the Ministry of Transportation in its monthly bulletin of maritime statistics. We have referred to these details to emphasize the fact that no recognized principles or uniform system are evolved by the ports of maritime countries in collecting, maintaining and publishing their statistics.

Statistics work carried on by several organisations

409. It has to be remembered in this connection that each country has developed its own peculiar system of maintaining maritime statistics. For instance, the port and shipping statistics in Italy are compiled by the Central Institute of Statistics on the basis of information furnished by the Customs Authorities. For that purpose, the Port authorities in Italy, in so far as they are concerned, furnish the information to the Customs Authorities to be transmitted to the Central Institute. Again, the Norwegian Shipping statistics are published by the Central Bureau of Statistics, Norway.

410. As regards France, there is no co-ordinating organisation in the matter of port and shipping statistics as there exists for Rail

in France send every month to the Directorate of Sea Ports in Paris information classified as follows: Traffic of sea and interior navigation, tonnage of coal and fuel unloaded, products of fishing. It is stated that some of the main ports prepare every year more detailed statistics including particulars regarding the flag of the ship, the country of origin and destination, nature of goods, etc. It is not the Ports that publish these figures, but they are generally published by the local Chambers of Commerce. Again, a separate institution, viz. the National Institution of Statistics compiles figures regarding international passenger traffic and publishes them once a year. Statistics regarding sea personnel are, however, dealt with by the Merchant Navy Ministry in France.

411. While the Ministry of Transport in Japan is concerned with the tonnage carried by the ship operators under the jurisdiction of Japanese Laws both in coastal and international sea-borne trades, it is left to the Ministry of Finance and Foreign Affairs to compile similar figures from foreign vessels engaged in the overseas trades of Japan. (Foreign ships cannot ply in the coastal trade of Japan according to the Law of that country.)

Responsibility of different Government departments for statistics in the U.S.A.

412. As regards the United States of America, we are informed that the Maritime Administration shares with the Bureau of Census and the Corps of Engineers of the Army the responsibility for collecting, maintaining and publishing port and shipping statistics in that country. There is a constant inter-change of data between these authorities whose spheres of interest and responsibility are somewhat different. The Bureau of the Census is mainly concerned with the foreign trade and publishes statistics in regard to the physical volume and value both of imports and exports. The Corps of Army Engineers is chiefly interested in the statistics of the internal and coastal waterways and makes a careful study of the use made of different ports. The Maritime Administration looks after ocean-going shipping and ports. That Administration makes surveys of each major port every five years. It publishes a statement in regard to the employment of United States Flag merchant fleet, sea-going vessels, of a thousand tons and over. It also secures economic data in regard to the freight rates, port services and charges, administrative organisation, port labour negotiated wage statistics, and trade routes affecting the port. Every ship that visits the American Port, national or foreign, has to furnish to the Maritime Administration, the Vessel Utilization and Performance Report of dry cargo vessels and tankers that enter and clear the ports in that country. The forms in which these reports are to be submitted are attached and marked as appendix XXI.

413. Although, no official information has been available of the use which the Maritime Administration makes of these Vessel Utilization and Performance Reports, we understand from reliable sources that the material thus received enables the Administration to examine such important questions as the Port Agreements

by this Branch, we are told that it investigates current political, economical and financial policies of the United States and foreign countries as they affect the United States' shipping activities and recommends policies, procedures, and legislations in connection therewith. It also collects, maintains, analyses and distributes current historical data on aid granted by foreign Governments to their maritime industries.

414. It will thus be noted that one organization or one institution alone does not deal with maritime statistics in their different aspects in these countries. Several organizations are concerned with specific problems which arise out of maritime activities of the country. The Committee, however, has been asked to examine the nature and extent of the maintenance and publication of port and shipping statistics in these countries with a view to determining what additional statistics should be kept in regard to the port and coastal and ocean-going shipping in India. Instead of, therefore, going into the various activities of the Organisations which deal with maritime statistics in these leading countries, we believe that the best course for us to follow is to find out, as a result of the limited study which we have been able to make of this subject, under the circumstances mentioned above, what particular points and aspects deserve consideration in determining the nature of the additional statistics which India should maintain as regards cargo, passenger, shipping and freight in her coastal and overseas trades.

Fairly good field covered by Cargo Statistics at Indian Ports

415. From what we have stated in chapters II and III, it would be noted that many of our ports have made a considerable progress in the matter of statistics of cargo carried in the coastal and the overseas trades of India. The cargo statistics maintained by some of our major and minor Ports compare favourably with such statistics maintained at some of the Ports in the U.K. and U.S.A., for which we have received information.

Necessity to maintain regionwise and flagwise commodities statistics

416. Our ports, however, should evolve a definite system of maintaining the tonnage of commodities both according to the regions as well as according to the flags. While the regionwise statements of commodities are not maintained as a rule at the ports in the United Kingdom and the United States of America, the Bureau of Census maintains foreign-trade statistics on a country to country basis. Similarly, the Federal Government has access to all information in regard to the commodities carried by shipping lines as well as carried by different flags. Moreover, as mentioned above, Japan has been maintaining statements of the total quantity of goods imported and exported from or to different regions both by the foreign and domestic operators in the sea-borne traffic of Japan. It is true that this information is not maintained according to each commodity imported and exported.

Combination of region and flag in commodities statistics

417. Which commodity is brought or carried from or to which region and again in that region by which flag may provide extremely interesting material to a student of statistics. It may enable the

Government to know which Shipping Companies play an important part in the carriage of India's imports and exports from and to a particular region. It may provide a very useful guide to the ship-owners in the regulation of their services and the establishment of new services. We, however, think that if we have statistics of the commodities according to the regions from which they come or to which they go and again the flags which carry or bring these commodities, we would have made very useful progress in the collection of our statistics. While we, therefore, appreciate the utility of combining the commodities statistics both according to the region and according to the flag at the same time, we consider that such deeper tabulation could await the decision on the important issue of the mechanization of the same before deciding to collect the commodities statistics both region and flagwise at the same time. These aspects of the question have been borne in mind in dealing with the question of additional statistics which we should maintain and which we are discussing in the next chapter.

Considerable scope in improvement of our passenger statistics

418. So far as passenger statistics which our ports maintain are concerned, there is no doubt that there is a considerable scope for further improvement. It is true that the shipping companies have been furnishing detailed list of the passengers they carry to the Passport and Emigration Authorities, Port Health Authorities, Customs Authorities and Police Authorities. Indian shipping companies have also been forwarding these statistics to the Directorate-General of Shipping. There is, however, no statutory obligation on their part to supply these agencies with the statistics in the form in which they are given.

Statutory obligations for supplying passenger statistics in the U.K.

419. Masters of ships sailing between ports in the United Kingdom and ports outside the United Kingdom are required by Merchant Shipping Acts 1894 (57 and 58 Vict. C. 60), 1906 (5 Edw. 7. C. 48) to render returns of passengers carried in their ships. The Acts confer on the Ministry of Transport and Civil Aviation the power to issue regulations specifying the nature of information required concerning passengers. At the present moment, this information is collected under the Merchant Shipping (Passenger Returns) Regulations, 1933 (S.R. and O. 1933/331). Detailed information concerning each passenger is required from Masters of ships sailing direct between United Kingdom Ports and ports outside Europe and the Mediterranean Sea. This information is of a far more detailed character than the information required in connection with passengers sailing on round trips, that is pleasure cruises or passengers sailing between ports in the United Kingdom and ports within Europe and the Mediterranean Sea. In addition to giving names of passengers together with particulars of their age and sex and the class by which they travel, details have also to be given in regard to the calling, nationality, the port of embarkation and the port of disembarkation. It lacks, however, one important element, viz., the object or purpose for which the passenger enters or leaves the country and the duration of the visit. As we have pointed out in the previous chapter, it has been suggested by the Working Party on Migration Statistics, that the embarkation and disembarkation cards

which are to be filled in by foreign passengers in India should also be filled in by the nationals of the country. One of the items of information in those cards requires the passenger to state the object or purpose with which he enters or leaves the country and the duration of the visit. We have, therefore, come to the conclusion that the passenger statistics which should be maintained in the future, should contain all the above information.

System of maintaining shipping statistics in India compared with that of the U.K.

420. As regards shipping statistics, it must have been noted from chapter VIII that the Director-General of Commercial Intelligence and Statistics publishes them in his monthly and annual statements. The number and tonnage of the vessels that enter or clear in the foreign trades with cargo or in ballast are given portwise, flagwise, and regionwise. We do not think they could be improved upon in the details in which they are given in their present form. We have no doubt that as a vessel coming from a foreign country is entered only once in the foreign trade at Indian Ports and is cleared only once in the foreign trade from Indian ports, the total number of vessels entering and clearing in the foreign trades of India together with their net registered tonnage gives a very realistic picture of the tonnage that is needed to carry our overseas trades. That is not the position so far as the number of vessels and their tonnage entering and clearing with cargo or in ballast in the coastal trade are concerned. The system that is followed in the United Kingdom in this connection, seems to be more realistic. Entries and clearances in foreign trade are recorded in the U.K. in the same way as in India. While entrances and clearances of vessels in the foreign trades with cargo and in ballast are published separately in the Board of Trade Journal, month after month, statistics of vessels in the coastal trade are published under the heading "Arrivals and Departures at Principal Ports". Arrivals and Departures at Principal Ports of all vessels, whether they are in the coastal trade or in the foreign trade, are also published separately. Coastal ships are not, shown as entered or cleared as is done in India. The figures thus given will not, therefore, be utilized by anyone in arriving at the conclusion in regard to the number of vessels that might be necessary for carrying the coastal trade. The figures of arrivals and departures at principal ports of all vessels would only indicate the volume of the business done at these ports. Figures regarding entrances and clearances of vessels in foreign trades with cargo are again broken up according to flags they fly or the trading areas from which they come or to which they go. On a careful consideration of all the aspects of the questions involved, we have come to the conclusion that in addition to having figures for entries and clearances in the Foreign trade as at present, we may adopt the system of showing arrivals and departures of all vessels as well as arrival and departures of vessels in coasting Trade as is done in U.K.

Freight Statistics

421. Information in regard to the freight paid on the imports brought and the exports carried from a country is of considerable importance from several points of view. As a matter of fact, our

Government attaches such vital importance to this item that they have actually asked us to recommend what measures should be taken for collecting this information, viz., "information in connection with the annual freight bill of India". This subject has come into more prominence during recent years. The need of conserving our foreign-exchange resources and the enormous freight bill of over Rupees One hundred and eight crores, which India had to pay on foodgrains alone during a period of six years, emphasize the urgency of a careful study of this problem. The only step which has been taken in this direction upto now is that taken by the Directorate-General of Shipping in asking Indian Shipping Companies to supply it with the particulars of the freight which they earn on their vessels in the coastal or the overseas trade or whether they ply as tramps. No information is being collected in regard to the freight paid on imports brought or exports carried by foreign shipping companies. No separate information is also collected in regard to the earnings of the passenger traffic either of the Indian or of the foreign shipping companies.

How freight statistics are collected in foreign countries

422. The Governments of the United Kingdom, Norway and Japan collect very detailed information in regard to the freight earned by their national ships whether they ply in the coastal trade, the foreign trade, or in the cross trade that is trade between two foreign countries. They ask for very detailed information from their shipping companies in this connection. The Government of the United States of America calls upon both the domestic and the foreign operators to furnish that Government with information of the freight paid or payable on the imports they bring or the exports they carry from their ports.

423. It will be interesting to note that the Ministry of Transportation in Japan calls upon the national shipowners not only to furnish them with a monthly report of operations of their vessels, but also to submit a monthly report of the revenue and expenses of their vessels in the international sea-borne shipping. The forms in which these reports are to be submitted give the details which the shipowners have to fill in. Both these forms are attached to this report as Appendix XXIII.

424. The Central Bureau of Statistics, Oslo, in Norway, calls upon each vessel which may have sailed in foreign trade during the year, to give information in regard to its freight earnings and the expenses which it may have incurred abroad. The information called for is of a detailed nature and is statutory.

425. We do not desire to elaborate this subject in this chapter. The point which we wish to emphasize here is that the collection and maintenance of statistics in regard to our freight and passenger earnings must form a vital part of the field which the port and shipping statistics should cover.

Vessel utilization and performance report

426. We have already referred in paragraph 412 about the Vessel Utilization and Performance Report which all dry cargo ships and tankers flying any flag have to submit to the Maritime Administration of the United States of America, while these ships enter or

leave a U.S.A. port. While we are not in a position to recommend at this stage, in the light of the information we have got, the introduction of Vessel Utilization and Performance Report, we consider it desirable that the introduction of such a form in the near future should be carefully examined in the light of the experience which the Director-General of Shipping may acquire from the collection of the additional statistics recommended by us.

Labour Statistics

427. As questions connected with Labour have been playing an important part in the economy of the country, we believe that the maintenance of Port Labour Statistics should form an important element of our Port and Shipping Statistics. The Maritime Administration in the United States of America has been dealing with this subject. This subject will be referred to in the next chapter.

Statistics and special studies office in the U.S.A.

428. We have read the account regarding organisation and functions of the statistics and Special Studies Office of the Maritime Administration of the United States of America. The following are the organizational components of that office :

- (1) Cargo Data Branch,
- (2) Ship Data Branch,
- (3) Labour Data Branch, and
- (4) Shipping Projects Branch.

Although the subject may not fall strictly within the Terms of Reference, we may venture to suggest that both the Government and the Directorate-General of Shipping should carefully examine whether such a Special Studies Office would not be useful in the study of the problems connected with our maritime industries.

नमो भगवते वासुदेवाय

CHAPTER XII

ADDITIONAL PORT AND SHIPPING STATISTICS—AGENCY FOR COLLECTION

429. We have indicated in the last two Chapters the nature of the additional statistics that will be required for meeting India's international obligations and the needs of Government, Trade and Shipping Industry. We shall now set forth our recommendations in this Chapter as arising out of all the issues which we have indicated in the last two Chapters.

Uniform commodity schedule

430. The number and nature of commodities for which statistics are collected by ports have been dealt with in details in Chapter V. It has been indicated therein that the different ports maintain their cargo statistics for imports and exports according to different commodities. The maximum number of commodities for which statistics are maintained, are 60 in case of imports at Bombay and 51 in case of exports at Visakhapatnam. For the sake of comparability, it is very essential that all the Major and the Minor Ports should maintain different commodity-wise cargo statistics according to a uniform commodity schedule.

431. The Customs maintain their trade statistics according to the classification of imports, exports and re-exports as published by the Director-General of Commercial Intelligence and Statistics. The number of commodities mentioned in these documents are as follows :—

Imports 1057.

Exports 444.

Re-exports 258.

It is understood that there is a proposal that the number of commodities for which the Customs at present maintain their trade statistics should be increased to about 5700 in conformity with the international trade classification.

432. Although we feel that it is not necessary for the port authorities to maintain statistics for as many as 1057 commodities for imports and as many as 444 commodities for exports, as at present maintained by the Customs authorities, we, however, consider that, for the sake of comparability, all the Major and the Minor Ports should maintain their cargo statistics according to a uniform commodity schedule, drawn up on a realistic basis incorporating all the principal commodities of imports and exports that the different ports in India at present handle. A uniform commodity schedule for imports and exports separately has accordingly been drawn up after taking into consideration all the principal commodities that the different ports handle at present as mentioned in their Administration and different Departmental Reports. This commodity schedule is given at the end of this Chapter. Naturally the number of commodities in this schedule is larger than that of any of the ports existing commodity schedules. Broadly speaking, however, the port

authorities are in general agreement with the commodities mentioned therein. We, therefore, recommend that all the Major and Minor Ports should, in future, maintain all their commodity-wise cargo statistics as mentioned hereafter in this Chapter, according to this Uniform Standard Commodity Schedule as given at the end of this Chapter.

Additional Cargo Statistics—Commodity—Flagwise

433. It will have been noted from what we have stated in Chapters II and III, that a fairly large number of ports has now been maintaining the particulars of the total tonnage of imports and exports by different flags and some of them have already been giving separate figures of the tonnages of two or three commodities according to the flags that bring them. That is not enough for our requirements. We require particulars of the tonnages of principal commodities imported into or exported from a port according to the nationality or the flag of the ships that bring them or carry them. We, therefore, recommend that every port, Major or Minor, should maintain a monthly flagwise statement giving particulars of the tonnages of commodities, mentioned in the schedule of commodities as imported into or exported from that port according to the nationality or flag of the ship which brought or carried them. We further recommend that this monthly flagwise statement shall be forwarded by these ports to the Central Agency that may be appointed by the Government of India for this purpose. We have discussed in Chapter XIII whether the periodical statements which are to be forwarded to the Central Agency that may be appointed by the Government of India for that purpose should be sent by each port or whether they may be sent on behalf of a group of Minor Ports.

Number of flags

434. The next question is what should be the flags for which the flagwise statement of commodities should be maintained. The ideal view point would be to maintain such a statement for all the flags that serve a port. Practical considerations will have to rule out such an ideal statement. The flagwise statement of the tonnages of total imports and exports given in their Administration Reports for the year 1952-53 are given under 31 flags by the port of Calcutta, under 27 flags by the Port of Bombay, and under 23 flags by the Port of Madras. Three flags were included in its flagwise statement by Calcutta although no cargo was either imported or exported by any of these flags. Particulars given in their Administration reports under three flags by Bombay and under one flag by Madras are for a total of less than 500 tons per annum of imports and exports put together by each of these flags. In addition to the number of flags which is just mentioned, the total of imports and exports of less than ten thousand tons were carried by six flags at Madras and five flags at Bombay and four flags at Calcutta. The object of the flagwise statement is to assess the position and importance of the shipping of different countries that serve India's trades. Moreover, the flagwise statement of commodities which we have recommended, has not only to give the total tonnage of all imports and exports brought by the flag but it has to include the tonnages of all commodities mentioned in our schedule which are brought to or carried from the port by

different flags. We have, therefore, looked at this question from the viewpoint both of practical utility and administrative convenience. We, therefore, recommend that the commodity flagwise statement should be maintained under the following flags :—

1. Indian.
2. British.
3. Dutch.
4. Danish.
5. Greek.
6. Italian.
7. Japanese.
8. Norwegian.
9. Panamanian.
10. Pakistani
11. Swedish.
12. U.S.A.
13. Canadian.
14. German.
15. French.
16. Liberian.
17. Belgian.
18. Chinese.
19. Russian.
20. Burmese.
21. Ceylonese.
22. All other flags.



Commodity—regionwise

435. As regards the regionwise statement of commodities, it must have been noticed from what we have stated in previous Chapters that it is maintained at Cochin, Calcutta, Madras and Visakhapatnam, with varying degrees of coverage. It is a matter of vital importance for all to know the regions from which goods are imported and the regions to which the goods are exported. We, therefore, recommend that every port should maintain a monthly Regionwise Commodity Statement giving separate figures for the total tonnage of each commodity mentioned in our Schedule of Commodities imported from or exported to these regions. We further recommend that all ports should forward, every month, this monthly Regionwise Commodity Statement to the Central Agency which the Government may appoint for this purpose.

Number of regions

436. Let us now examine the regions for which these commodity figures should be collected. We must remember that we are not dealing here with the value of our imports and exports but we are really concerned with the weight and volume of the commodities which are

imported and exported. We have also to remember that from a practical point of view, we look upon our trades in three broad divisions—

1. Coastal,
2. Adjacent, and
3. Overseas.

We have also to bear in mind the requirements of the shipping industry. We have, therefore, attached considerable weight to the suggestions made in this connection by the Indian National Steamship Owners' Association. That Association has given 26 different regions for which commodity regionwise statistics should be maintained. After taking all aspects of the question into consideration, we have come to the conclusion that commodity regionwise statement should be kept for 37 different regions and the rest should be included under the general heads: all other countries. We cannot, however, dogmatize on a subject like this. One may have to increase the number of regions in the future. We may, however, add that both the present importance of the regions for our trades as well as the immediate future possibilities of our trades with certain regions have been borne into mind in coming to our conclusions for this purpose. We, therefore, recommend that the regionwise Commodity Statement should be maintained both for imports and exports for the following regions .

Coastal Trade :

1. West Bengal.
2. Orissa.
3. Madras.
4. Andhra.
5. Travancore-Cochin.
6. Cochin Port.
7. Bombay.
8. Saurashtra, Okha and Cutch.
9. French Indian Possessions.
10. Portuguese Possessions.



Adjacent Trades :

11. Pakistan.
12. Ceylon.
13. Burma.

Overseas Trades :

14. Malaya and Straits.
15. Other South East Asian countries.
16. Japan.
17. China.
18. Persian Gulf Ports.
19. Saudi Arabia and Red Sea Ports.
20. Other Asian countries.
21. Egypt.

22. East Africa.
23. South Africa.
24. Other African countries.
25. Australia and New Zealand.
26. U.K.
27. France.
28. Belgium.
29. Netherlands.
30. Germany.
31. Scandinavian countries.
32. U.S.S.R.
33. Other European countries.
34. Canada.
35. U.S.A.
36. Central America.
37. South America.
38. All other countries.

Statistics available from Commodity—Flagwise and Commodity—Regionwise statements

437. As the separate tonnage of commodities will be given in the Regionwise Commodity Statement for the coastal trade, it will be apparent that this Regionwise Commodity Statement will automatically give separate figures of the tonnages of commodities broken up into coastal and foreign. The two statements to which we have just referred namely, the Flagwise Commodity Statement and the Regionwise Commodity Statement will provide information for the following statistics which are to be collected and maintained:

- (1) Tonnages of total imports and exports at a port will be available from both the Flagwise and Regionwise Statements of Commodities. The Regionwise Statement will also give their break-ups in Coastal and Foreign.
- (2) Tonnages of principal commodities imported and exported, broken up into coastal and foreign. These particulars will also be available from the Regionwise Commodity Statement.
- (3) Tonnages of principal commodities imported and exported according to the nationality or the flag of the ship which brought them or carried them, will also be available from the Flagwise Commodity Statement.
- (4) The Flagwise Statement will not, however, give separate figures for the tonnages of commodities broken up into coastal and foreign. Practical considerations and administrative convenience have influenced us in our conclusion that it is not necessary to break up the figures of the Flagwise Commodity Statement into Foreign and Coastal. Our reasons for this conclusion are given in the next paragraph.

Statistics of coastal cargo carried by foreign flags

438. The coastal trade of India has been reserved to national ships from August, 1950. It may, therefore, be presumed that all

coastal cargo will be allowed to be carried only by national ships in the future. We are aware of the fact that even today a fairly substantial quantity of cargo is carried by foreign ships chartered by Indian shipowners and even some of the cargo is carried by foreign ships themselves. If we, however, desire to know the commodities which are carried in the coastal trade by non-Indian flags, it will not be difficult to know that. Any ship, whether it is Indian or foreign, that is allowed to ply in the coastal trade will be allowed to do so only after it secures the necessary licence from the Directorate-General of Shipping. We, therefore, recommend that the Directorate-General should maintain the tonnages of the commodities which are carried in the coastal trade by ships of non-Indian flags. It would be easier for that Directorate to do so. The figures thus maintained should be separately shown in the monthly bulletin which should be published by the Central Agency which we have recommended for this purpose, in Chapter XIII.

Tonnages of commodities carried by steamers and sailing vessels

439. Another important question which arises in this connection is the collection and maintenance of the tonnages of different commodities by steamers and sailing vessels broken up into coastal and foreign trade. A number of ports maintain even today separate figures of different commodities both steamerwise and sailing vesselwise, so far as the coastal trade is concerned. Similar figures are not maintained for steamers and sailing vessels so far as the foreign trade is concerned. As a matter of fact the tonnage of commodities carried by sailing vessels in the foreign trade of India will be less than two per cent of the entire foreign trade of our country. Moreover, particulars in regard to the tonnage, ownership, etc., of the sailing vessels are not available in the same way as those of the steamers. We are aware that the Government of India have appointed a Special Officer one of whose duties is to improve the records regarding the statistics of sailing vessels. We are, therefore, of the opinion that it will serve our purpose if the ports continue to maintain separate figures of the tonnages of commodities imported steamerwise and sailing vesselwise and break them up into coastal and foreign. If these statements are forwarded to the Central Agency that may be appointed for this purpose, that Agency will have full particulars of the different commodities carried by sailing vessels both in the coastal and foreign trades of India. It is not necessary to break up the Flagwise and Regionwise Commodity Statements into the commodities brought and carried by steamers and sailing vessels. We, therefore, recommend that the ports should send a monthly statement giving separate figures of the tonnages of commodities imported and exported, broken up into coastal and foreign trade, to the Central Agency that may be appointed for this purpose. We further recommend that the Central Agency that may be appointed by the Government for this purpose, should prepare a monthly statement for publication in its bulletin which would give separate figures of commodities imported and exported all throughout India broken up into steamers and sailing vessels in foreign and coastal trade. We have, no doubt, that such a statement will give us all the information that we need in regard to the activities of the sailing vessels in our trades as compared to the activities of steamers and it will also enable us to assess the place of the sailing vessels in our national economy.

Linewise & agencywise particulars of imports and exports

440. Both Bombay and Madras maintain today the total tonnage of imports and exports by the different shipping lines that bring them or carry them. Some of the other ports have promised to maintain them in the future. The tonnages of imports and exports brought or carried by these different shipping lines are broken up into foreign and coastal by the Bombay Port Trust. As the data for the preparation of the Linewise and Agencywise statements would always be available at the ports—or if such data is not available, it could be easily collected by the ports—we, therefore, recommend that separate monthly statements of the tonnages of imports and exports brought or carried by different shipping companies as well as by the shipping companies under different agencies should be forwarded to the Central Agency that may be appointed by the Government for that purpose. We further recommend that that Central Agency should prepare a consolidated statement of the tonnages of imports and exports brought by different shipping lines and by the shipping companies under different agencies on an all-India basis, and should publish the same in its monthly bulletin referred to in Chapter XIII.

Flagwise statement and the tonnages of total imports and exports

441. Bombay, Calcutta and Madras are maintaining today a monthly statement in their Departmental Reports of the number of vessels, together with their nationalities or flag and the total tonnages of imports and exports brought or carried by them. These statements are published by them annually in their Administration Reports. The Bombay and the Calcutta statements break up the total of these tonnages under each flag into foreign and coastal. Madras Port Trust statement, however, does not give this break-up. Although the foreign flags will not be flying in India's coastal trade in the future, as the break-up only refers to the total tonnages of imports and exports, the existing manner in which these statements are prepared by the Bombay and the Calcutta Port Trusts may be continued for the present. We, therefore, recommend that the flagwise statement giving particulars of the total number of vessels and the total tonnages of imports and exports brought or carried by each flag broken up into coastal and foreign should be forwarded by the ports to the Central Agency that may be appointed by the Central Government for this purpose. We further recommend that the Central Agency should publish a monthly consolidated statement on an all-India basis from the flagwise statements giving the tonnages of total exports and imports, and publish the same in its monthly bulletin referred to in Chapter XIII.

Same bottom cargo and transhipment cargo

442. No port maintains the particulars of same bottom cargo not landed at the Port. Cochin alone maintains the particulars of transhipment cargo. Some of the other ports are agreeable to give the figures of the transhipment cargo, if required in the future. As the figures are not available today, it is difficult to assess the volume of the business covered by transhipment cargo. Moreover, as no particulars are collected in regard to the same bottom cargo not landed at any Indian port, it is difficult also to assess the extent to which cargoes for India enable the foreign ships to fill their space. So far as the particulars of this cargo are concerned what is needed

is merely a declaration as to the quantity of such cargo which the ship arriving at the first Indian port carries in that ship. The particulars of such cargo should only be collected at the first port of call of a ship coming from abroad. It should not be repeated at subsequent Indian ports at which that ship may call. So far as the transshipment cargo is concerned, it will be the cargo that will be discharged by the ship arriving from abroad at different Indian ports for transshipment. Particulars of transshipment cargo and same bottom cargo not discharged at any Indian port will throw interesting light on the movement of foreign shipping and the trade routes covered by them. We, therefore, recommend that particulars of the total tonnage of transshipment cargo at every port and the particulars of the same bottom cargo not to be discharged at any port in India only at the first port of call of the steamer coming from abroad should be maintained. Such particulars of the transshipment and same bottom cargo should be forwarded by the Ports concerned, to the Central Agency that may be appointed by the Government for that purpose, and that Agency should publish the same on an all-India basis in its monthly bulletin referred to in Chapter XIII.

Maintenance of separate statistics for tonnages imported and exported by dry cargo vessels and tankers.

443. Particulars of the total imports and exports by dry cargo vessels and tankers are not maintained at all ports. As stated in paragraph 107, over three and a half million tons petrol and petroleum products and other oils are imported into India every year. With the progress of communications, the quantities of these commodities are bound to increase. Bombay Port and Madras Port maintain separate figures for tankers. As the separate figures of the quantity of cargo imported by dry cargo vessels and tankers would be available with the Departments of the Ports where both these vessels call, it will not be difficult to prepare a monthly statement in this connection. We, therefore, recommend that the Ports where tankers call should furnish a monthly statement to the Central Agency that may be appointed by the Government of India for that purpose, separate figures giving the total tonnages of imports and exports by dry cargo vessels and tankers. These figures should contain particulars of the number both of dry cargo vessels and tankers. These statistics should be published by the Central Agency in the monthly bulletin referred to in Chapter XIII.

How international obligations regarding statistics for cargo will be met

444. The statistics of the commodities which should be collected and forwarded to the Central Agency appointed by the Government for that purpose as indicated in the above paragraphs, will enable the Government to meet the obligations for furnishing information under the following heads to the United Nations and to the members of the International Economic Convention relating to economic statistics. United Nations require information in regard to (1) goods loaded in coastwise traffic, (2) goods unloaded in coastwise traffic, (3) goods loaded in international sea-borne traffic, and (4) goods unloaded in international sea-borne traffic. The International Convention relating to economic statistics require the annual and monthly returns of the quantity and value of imports and exports. The data

which the Central Agency will secure under the above paragraphs will enable it to furnish information regarding all the above items except that of the value. The data relating to the value will be furnished by the Director-General of Commercial Intelligence and Statistics.

Basic Documents for additional cargo statistics

445. We have dealt with the subject of basic documents for statistics collected at ports at considerable length in Chapter IV. We have pointed out in paragraph 212 that the basic source for the cargo statistics of about 96 per cent. in all the ports of India are the documents used by the ports themselves for the collection of revenue. We have already recommended in paragraph 222 that the basic document for the collection of cargo statistics should be the port revenue document. These documents bear different names in different ports. We have, therefore, recommended in paragraph 223 that the names of these basic documents should in future be the same at all the ports. We have added that the most suitable name for these documents should be "import application" in case of imports and "export application" in case of exports. We have further recommended in paragraph 222 that, in order that a port may be able to collect accurately and fully the cargo statistics mentioned above, from its own documents, they should have, amongst other items, which the port may find necessary to have for other purposes, the following columns:

For import application—

- (1) Vessel's name.
- (2) Name of the Line.
- (3) Name of the agent or charterer.
- (4) Nationality of the flag.
- (5) The port and country of shipment.
- (6) Name of the commodity.
- (7) Country of origin.
- (8) Marks and numbers of the consignment.
- (9) Gross weight of the consignment.

For export application—

- (1) Vessel's name.
- (2) Name of the line.
- (3) Name of the agent or charterer.
- (4) Nationality of the flag.
- (5) Port and country of destination.
- (6) Name of the commodity.
- (7) Country to which consigned.
- (8) Marks and numbers of the consignment.
- (9) Gross weight of the consignment.

The port and country of shipment and the port and country of destination will give particulars of the regions from which commodities are imported or to which they are exported. Nationality of the

flag will give information in regard to the particulars required for flagwise statement. Country of origin and country to which consigned will give further information in case the country of origin for the goods imported is different from the country of shipment. In the same way, the country to which consigned will give information if the country of destination is different from the country to which goods are consigned. We have, therefore, no doubt that if these essential columns are to be included in the import and export applications, they will enable the port to collect all relevant data in regard to the commodity flagwise and commodity regionwise statements.

446. We have mentioned in paragraph 211 that six Major Ports and 44 Minor Ports prepare their cargo statistics from their own documents. Out of the balance of 111 Minor ports, 84 ports in the Bombay State collect no port statistics, while the remaining 27 Minor Ports, viz., 3 Minor Ports in Orissa, 14 Minor Ports in Andhra and Madras States, 5 Minor Ports in Travancore-Cochin Union, and 5 Minor Ports in Kutch, collect their cargo statistics from Customs documents. We have already recommended that the source for collecting port statistics should be port documents. Wherever there are no port documents, these documents should be introduced. After all, the port has to give delivery of the cargo and also to make shipment of goods. The port will, therefore, be fully justified in calling upon the shipper and the consignee to prepare the necessary port document. It may be argued that the Customs Officers are in charge of a number of Minor Ports in the State of Bombay, as well as in some of the other States. They can, therefore, only deal with their documents. Such an attitude will not be supported by what is done in other countries. For instance, in the U.S.A., the Customs officers act as enforcement officers for the maritime administration. There will, therefore, be nothing wrong if the Customs officers who may be in charge of ports, collect port statistics on the basis of port documents. We, therefore, recommend that port documents should be introduced for the collection of cargo statistics at all the ports where statistics are collected at present from Customs documents. This will enable all the ports to maintain their statistics according to their own documents. These documents should contain amongst others, the essential columns as referred to in the previous paragraph.

447. We have already stated in paragraph 214 that the basic documents for cargo statistics used by the ports have intimate relationship with the basic documents for Customs trade statistics, viz., their bills of entry and shipping bills. We have, therefore, recommended in paragraph 220 that a definite procedure should be laid down for supplying the port authorities with a copy of the bill of entry and shipping bill at all the Major and Minor Ports of India. This will provide a double check on the cargo statistics collected from port documents which we have already recommended should be maintained at all ports in the country.

How international obligations regarding shipping statistics will be fulfilled

448. As we have already stated above, in Chapter IX, India has undertaken to supply shipping statistics to the United Nations for

its monthly bulletin on statistics and to the Economic Commission for Asia and the Far East for its annual survey. They are as under:

Net registered tonnage of vessels arrived with cargo in coastwise traffic,

Net registered tonnage of vessels departed with cargo in coastwise traffic,

Net registered tonnage of vessels entered with cargo in external trade, and

Net registered tonnage of vessels cleared with cargo in external trade.

Under the International Convention relating to economic statistics, India has undertaken to publish and to supply annually, and if possible quarterly or preferably monthly returns showing the net tonnage of vessels engaged in external trade entered at or cleared from the ports of the countries concerned according to their nationality. The flagwise information is required neither by the United Nations nor by the Economic Commission for Asia and the Far East.

449. So far as the statistics in regard to the movements of shipping in the external trade are concerned, they could be supplied to the United Nations, Economic Commission for Asia and the Far East, and under the International Convention relating to economic statistics from the monthly accounts relating to the Foreign (Sea, Air and Land) Trade and Navigation of India which are published by the Directorate General of Commercial Intelligence and Statistics under the Ministry of Commerce and Industry, Government of India.

450. As regards coastwise traffic, the Directorate General of Commercial Intelligence and Statistics publishes the number and tonnage of vessels employed in the coasting trade of India which entered and cleared with cargoes. These particulars do not correspond with the information required by the United Nations and the Economic Commission for Asia and the Far East. They require particulars of vessels which arrive and depart with cargoes in coastwise traffic. Their definitions of arrival and departure of vessels are as under:

Arrival.--"A vessel will be said to have arrived at a port with cargo in coastwise traffic if it touches at the port to unload goods (including mail, bullion and species) carried in commercial coastwise traffic."

Departure.--"A vessel will be said to have departed from a port with cargo in coastwise traffic if it leaves the port after having loaded goods (including mail, bullion, and species) carried in commercial coastwise traffic."

On the other hand, the Directorate General of Commercial Intelligence and Statistics gather their data for coastwise returns in accordance with the following definition:

"If on their inward voyage vessels engaged in foreign trade enter a port in India to discharge only a part of their cargoes and then proceed to other ports in India, their clearances and entries after arrival at the first port are recorded in the Coasting Trade whether they ship "Coasting Cargoes" or not, for the foreign voyage is deemed to have ended on arrival at the port where part of the cargo is first discharged."

It will be noted that while unloading or loading coastwise traffic is essential for the arrival and departure returns in coastwise traffic according to the international standard definitions for transport statistics, that is not the case so far as the returns published by the Directorate General of Commercial Intelligence and Statistics are concerned. Moreover, the expressions used by the Directorate General of Commercial Intelligence and Statistics are "Entrances and clearances" and those used by the United Nations are "Arrivals and Departures". The information published by the Directorate General of Commercial Intelligence and Statistics in regard to shipping in the coastwise traffic is, therefore, not the same as required by the United Nations and the Economic Commission for Asia and the Far East.

451. In Chapter XI we have expressed the view that the system followed in the United Kingdom in regard to shipping statistics seems to be more realistic. The text of the instructions issued in the United Kingdom regarding the conditions under which returns on shipping statistics are submitted is given in Appendix XXII. Figures showing arrivals and departures as published in the Board of Trade Journal of the 7th November, 1953 are shown in Appendix XXIV.

452. In Chapter II, we have already stated how the following statistical expressions are used in different sense at different Major and Minor Ports:

- (1) Coastal shipping and foreign shipping,
- (2) Foreign-going steamer and coasting steamer,
- (3) Coastal trade and foreign trade,
- (4) Vessels entered or cleared in coastal trade, and
- (5) Vessels entered or cleared in foreign trade.

It is very essential that we should have a uniform standard definition for each of these terms used at the different ports, so that there may not be any confusion in correctly reading or interpreting any of these statistics presented by any of the ports.

453. The International Standard definitions for these terms have been given in Appendix XVIII. In the United Kingdom, the terms "Foreign Trade" and "Coasting Trade" are defined as follows:—

Foreign Trade is defined as comprising vessels proceeding direct from any foreign port to a port in the United Kingdom, or *vice versa*, or proceeding from one port to another in the United Kingdom so long as they have on board cargo or mail shipped abroad or shipped in the United Kingdom for discharge abroad or passengers from or for a foreign port.

Coasting Trade is defined as comprising vessels exclusively employed between ports in the United Kingdom.

454. We have already mentioned in Chapter XI that the United Kingdom definitions of these terms appear to be the most scientific. We have also stated there that the United Kingdom system of recording arrivals and departures of every vessel at every port, but entry and clearance of a vessel in foreign trade only at the first port of U.K. at the time of entry and the last port of U.K. at the time of departure, gives a clear and correct picture of the volume of trade at a port as well as the effective tonnage in the foreign trade of

that country. In later paragraphs, we have advocated the maintenance of shipping statistics on the lines at present adopted in the United Kingdom. We recommend the following definitions for the different statistical terms.

- (1) *Coastal Ports*—All ports lying on the coast of Indian Union, together with the ports within the French and Portuguese territories in India.
- (2) *Foreign Ports*—Ports other than the Coastal Ports, as defined above.
- (3) *Coastal Cargo*—Any cargo imported into a port of India from any other Indian coastal port or any cargo exported from a port in India to another Indian coastal port.
- (4) *Foreign Cargo*—Any cargo imported into a port of India from a port other than an Indian Coastal port or any cargo exported from a port of India to a port other than a Coastal Port of India.
- (5) *Coastal Trade*—Import or export trade at an Indian Port with another Indian Coastal Port.
- (6) *Foreign Trade*—Import or export trade at an Indian Port with a port other than an Indian Coastal Port.
- (7) *Arrivals and Departures*—Every port will show the number and net registered tonnages of vessels arrived and departed—irrespective of the fact whether it was running in the Coastal or Foreign Trade.
- (8) *Entries and Clearances in Foreign Trade*.—A vessel will be treated as entered in foreign trade, when it arrives from a foreign port, at the first port in India. Similarly, a vessel will be treated as cleared in foreign trade, when it leaves for a foreign port at the last port in India. If, however, the vessel carries no cargo, it will be shown as entered in foreign trade in ballast at the first port in India and cleared in foreign trade in ballast at the last port in India.
- (9) *Arrivals and Departures in Coasting Trade*—Vessels engaged in exclusively Coastal Trade will be recorded as Arrivals and Departures in Coasting Trade. There will be no such items as entries and clearances in Coasting Trade.

For instance, a vessel starts with cargo from London. The first Indian port of call is Bombay. Then she calls at the Ports of Cochin, Madras, Calcutta and leaves Calcutta for Rangoon. At Bombay, she will be treated as entered in foreign trade and at the same time she will be shown as arrived and departed at Bombay. At each of the ports of Cochin and Madras, she will be only shown as arrived and departed. At Calcutta she will be shown as arrived and departed, but she will also be shown at Calcutta as cleared in foreign trade. Similarly, a vessel which is entirely employed in coastal trade, and does not carry any foreign cargo at all, starts from Bombay and touches Cochin and Madras, and then comes to Calcutta. At Bombay, the vessel will be treated as departed in Coasting Trade and at the same time shown in the general departure category. At Cochin and Madras, the vessel will be treated as arrived and departed in Coasting Trade, and also shown in the general arrival and departure items. At Calcutta, the vessel will be regarded as arrived in coasting trade and also shown under general arrival category.

Shipping statistics

455. At present the Customs authorities are maintaining the following statistics:

- (i) Figures showing number and net registered tonnage of vessels entered and cleared in foreign trade, flagwise and regionwise, of vessels, with cargo and in ballast, for Indian, British and foreign vessels and native crafts separately;
- (ii) Figures showing number and net registered tonnage of vessels entered and cleared in coasting trade for ships, with cargo and in ballast, separately for steamers and sailing vessels, flagwise and regionwise.

These figures are compiled by the Customs authorities from the Daily Statements of entries and clearances of the vessels, which are prepared by their Import and Export Departments respectively. These statements are further compiled into monthly and annual statements and forwarded to the D.G.C.I.S. for enabling him to compile and publish figures on an all-India basis as mentioned in Chapter VII.

456. We have examined in paragraph 320 of Chapter XI the system of compiling and publishing shipping statistics as followed in the U.K. and have advocated in that Chapter that we should adopt their system as outlined in Appendix XXII.

457. We, therefore, recommend that the Customs authorities should maintain the following shipping statistics :—

- (i) Figures showing number and net registered tonnage of vessels, steamers and sailing vessels separately, with cargo and in ballast, entered and cleared in foreign trade. We have already defined in para 454 that a vessel will be recorded as entered in foreign trade at the first port of call in India and will be recorded as cleared in foreign trade at the last port it leaves India for any foreign port. These figures should be maintained both regionwise and flagwise as at present with the following modification. All vessels entering and clearing will be classified according to their nationalities, viz., (1) Indian ; (2) Non-Indian. The non-Indian vessels may again be broken up according to different flags.
- (ii) Figures showing number and net registered tonnage of vessels, steamers and sailing vessels separately, with cargo and in ballast, arrived and departed in coasting trade. A vessel will be treated as arrived or departed in the coasting trade so long as she is exclusively employed between Indian ports. We consider that since the coasting trade is now reserved for Indian shipping, there is no need for having these figures again broken up according to the flags of the ships. We also consider that there is no necessity for breaking up these figures according to the various regions on the Indian coast as done at present.
- (iii) Figures showing the number and net registered tonnage of all vessels, steamers and sailing vessels separately, both with cargo and in ballast, arrived at or departed from a port.

As regards items (i) and (ii) the existing forms utilised by the Customs authorities might be utilised, but with suitable modifications. As regards item (iii), new forms will have to be introduced for the collection of the figures. The definitions of the terms "entries and clearances in foreign trade" and "arrivals and departures in the Coasting Trade" together with illustrations have been given in para. 454.

458. We further recommend that the Customs authorities should send these figures monthly and annually to the Central Agency (Directorate General of Shipping) who should compile them on an all-India basis and publish them in its monthly and annual Bulletins.

459. We also recommend that the Central Agency, in consultation with the Customs authorities, should examine the existing forms and registers kept by the Customs for recording shipping statistics described above and make suitable modifications and introduce such new forms, as may be found necessary.

460. The Port authorities also are at present maintaining figures showing the number and net registered tonnage of vessels as described in Chapter II. We have also indicated in that Chapter that there is lack of uniformity in the manner in which such figures are collected and published and have advocated that all Ports should also, in future, maintain such statistics in a uniform manner. We consider it will be enough for their purposes if the Ports maintain figures showing number and net registered tonnage of all vessels, arrived or departed, with cargo and in ballast, whether in foreign or in coasting trade. It is not necessary for them to have such figures broken up into foreign and coasting trades, either flagwise or region-wise. We, therefore, recommend that in future all the ports should maintain figures showing number and net registered tonnage of all vessels, steamers and sailing vessels separately, with cargo and in ballast, arrived at and departed from the ports, for their own use, and that these figures need not be sent by them to the Central Agency.

461. One of our colleagues, Shri C. R. B. Menon raised the following points in his letter dated the 22nd January 1954, shown in Appendix IX.

- (a) The system of classification of ships for the purpose of shipping statistics ("Indian", "British" and "Foreign") should be examined.

We have recommended that, in future, there should be two broad classifications, "Indian" and "Non-Indian". The non-Indian ships may be again broken up into different flags.

- (b) The practice of including in the Coasting Trade Accounts, the tonnage of a vessel arriving from a foreign port in respect of calls at Indian ports subsequent to the first port of call in India, should be examined.

The term "Coasting Trade" has been clearly defined. It has also been recommended that shipping statistics should be maintained for arrivals and departures at every port for all vessels, for arrivals and departures at every port in coasting trade and also for entries and clearances in foreign trade only at the first port in case of entry and at the last port in case of clearance. We have also explained how

such statistics will give the correct picture of the volume of shipping at different ports and at the same time give an idea of the number of vessels and their tonnages, participating in the foreign trade of the country.

462. In this particular letter, another point was raised regarding the question of inclusion of figures for importation of ships in the Trade Statistics. In the course of our investigation we have come to know that ships and aircrafts are included in the Trade Statistics of U.K. and U.S.A. Although the subject does not strictly fall within the Terms of Reference of this Committee, we are of the opinion that ships and aircrafts should be included amongst India's imports and exports.

463. As regards the passenger statistics to be maintained by the Ports themselves, we recommend that every port should maintain particulars showing total number of passengers, according to regions of travel, and broken up into Saloon and Deck, but the ports which are maintaining more detailed statistics at present should continue to do so. But more detailed information is required in respect of passenger statistics by the Government, trade and shipping industry.

Passenger statistics

464. In Chapter X we have set forth at considerable length the nature of particulars which we require for our passenger traffic. We have, as stated therein, come to the conclusion that although passenger statistics are maintained by some of the Ministries and offices of the Government of India in discharge of their duties and in executing their administrative functions, no statistics in regard to the people going out of India and coming to India by sea on an integrated and comprehensive basis are maintained today. In Chapter XI, we have indicated that there is considerable scope for making improvement in our passenger statistics. We have also pointed out therein how these passenger statistics are maintained in the United Kingdom. The returns of passenger statistics in the United Kingdom are, as we have already stated in a previous Chapter, based on the principle that passenger statistics should contain particulars regarding class of travel, sex, age, nationality, region of travel and profession or calling of the passengers. There is one further item which we would like to add in this connection and that is the object or purpose for which the passenger enters or leaves the country together with the duration of visit. We, therefore, recommend that the statistics of passengers leaving India or arriving at India from abroad shall contain information regarding class of travel, sex, age, nationality, region of travel and profession or calling of passengers together with the object or purpose for which the passenger enters or leaves the country and the duration of the visit.

465. In case of passengers in the Coastal Traffic, however, we recommend that only the total number of passengers, broken up into Saloon and Deck, from one port to another, should be maintained.

466. The question is how these passenger statistics are to be collected and compiled and which Agency should do so. Passenger statistics are supplied by the ships themselves. Information in regard to passengers is given in the Arrival and the Departure Reports of vessels at ports. Passenger lists are supplied by the shipping companies although there is no statutory obligation on them to

do so. We, therefore, recommend that we should continue to collect information in regard to the passengers entering or leaving India from the shipping companies as we have been doing at present.

467. As the Central Agency to be appointed by the Central Government as recommended in Chapter XIII will be the best Agency for the compilation and publication of passenger statistics, we recommend that every ship arriving from abroad at an Indian port with passengers or leaving for foreign ports with passengers from an Indian port should furnish to the Central Agency through the port authorities immediately after the arrival of the ship and before the departure of the ship, lists of passengers, one for the passengers disembarking and the other for the passenger embarking, in accordance with the forms shown in Appendices XXV & XXVI.

468. It is desirable that the Central Agency which shall compile and publish passenger statistics in regard to overseas traffic should also compile and publish passenger statistics in the Coastal Traffic of India. As already mentioned in paragraph 465 it will be quite sufficient for this purpose to have the total number of passengers, broken up into Saloon and Deck, travelling from one port to another. It will not be necessary for every ship to send a statement of passengers embarking or disembarking at every port in this respect. For this purpose, therefore, we recommend that every shipping company, licensed to carry passengers in the Coastal Traffic, shall send, for each of its lines, a monthly statement in the form shown in Appendix XXVII to the Central Agency which may be appointed by the Government, as recommended in Chapter XIII.

Supply of statistics of different Types of vessels under international obligations.

469. India has undertaken to supply annually to the United Nations and to the Economic Commission for Asia and the Far East, for its annual survey, statistics under following heads :

- (1) Number and gross registered tonnage of (a) Passenger vessels, (b) Tankers, (c) Dry Cargo Vessels; and
- (2) Passenger capacity of passenger vessels.

This information will be available from the particulars of the register of Indian ships to be maintained in accordance with the recommendation made by us for that purpose in Chapter VIII.

Statistics of sea personnel

470. We have already recommended in Chapter VIII that the Director General of Shipping should maintain a monthly register showing the position of the Executive and Engineering Officers and the crew employed by Indian shipping companies in accordance with the form outlined in that Chapter.

Turn-round of Vessles

471. We recommend that every port should maintain detailed information in respect of turn-round of vessels at that port. We further recommend that every port should send a note once in 3 months to the Central Agency, referred to in Chapter XIII, on the position of turn-round of vessels at the port.

Statistics regarding port facilities, navigational aids and port Flotilla, etc.

472. At present no official publication is available which gives full information about port facilities at Indian Ports. Both trade and shipping industry would welcome such a publication. The Annual Report issued by the Board of Los Angeles, Harbour Commissioners, contains statistics regarding such facilities. Some of the ports in the United Kingdom also give detailed information in their publications in regard to the facilities available at their ports. We, therefore, recommend that every port should send an Annual Statement to the Central Agency referred to in Chapter XIII giving full particulars of the facilities available at that port such as Berths, Jetties, Docks, Cranes, Transit Sheds, Warehouses, facilities for supply of water, Bunkering, Flotilla for manoeuvring ships, other Flotilla, Dry Docks, etc. We further recommend that the Central Agency referred to in Chapter XIII should publish them once in every three years in such a form as might meet the requirements of trade and shipping industry.

Statistics regarding officers who handle ships at ports

473. Ships are handled at ports by different officials for different operations of the ships. These Officers come under the nomenclature of Pilots, Harbour Masters, Assistant Harbour Masters, Dock Masters, Berthing Masters, etc. There are also Officers in charge of the Flotilla who assist in the berthing of the ships and there are also officers on the Dredgers which keep the approach channels clear. It is desirable to have full information in regard to the strength of these Officers under different categories on an all-India basis from a number of viewpoints. Such information will also be useful in determining the extent of the facilities which should be provided for their initial training in our training institutions and will also enable us to determine our national needs in that connection. We, therefore, recommend that every port should send an annual statement to the Central Agency referred to in Chapter XIII giving the strength of the different categories of Officers at the ports who handle ships for the different operations and who assist in the manoeuvring of ships and keeping the approach channels clear. We further recommend that the strength of these Officers, under different categories, should be compiled and published on an all-India basis for all the ports by the Central Agency referred to in Chapter XIII once in every three years.

Labour statistics at all ports.

474. The labour problem of ports is a matter of intense interest to trade, shipping and the Port authority. All the three interests are affected by the output of labour and all are concerned with the cost of its operations. We, therefore, recommend that every port should submit an Annual Report to the Central Agency referred to in Chapter XIII giving a broad picture of the output of labour in handling cargo and the cost which the port incurs in doing so. The Report should also give particulars of the average number of the port labour employed under the different services which the port renders to trade and shipping.

Construction of ships

475. It is well-known that very detailed information in regard to the ships constructed, launched and under construction are given

to the public in foreign countries. We, therefore, recommend that the Directorate-General of Shipping should collect information of ships constructed, launched and under construction in India every quarter and should publish the same on an all-India basis once every 3 months in its Bulletin.

Laid-up tonnage

476. It is also necessary to have information about Indian ships which are laid-up for any reason as well as Indian ships under repairs. We, therefore, recommend that the Directorate-General of Shipping should call upon every Indian Shipping Company to furnish it with a monthly statement showing the number of ships and tonnage laid-up or under repairs. We further recommend that the Directorate should publish these figures in its monthly Bulletin.

Institutions for the training of sea personnel

477. New institutions for the pre-sea and post-sea training of Officers and Seamen came into existence since India attained Independence. It is necessary that the public should know what these institutions are and what they have been doing in training Officers and Seamen. It is also important to know the number of cadets, seamen and officers, which these institutions train every year. We, therefore, recommend that the Directorate-General of Shipping should collect information in regard to the training institutions for training sea personnel that exist in India and those that may come into existence in the future, and should also compile information on an all-India basis in regard to the cadets, officers and seamen trained by such institutions. We further recommend that the information both in regard to the training institutions as well as in regard to the cadets, officers and seamen trained by these institutions should be published on an all-India basis in the form of a review by the Directorate-General of Shipping, once in a year, in its Bulletin.

Feasibility of drawing up, in future, a form based on the U.S. and Japanese Forms

478. Before we conclude this Chapter regarding additional statistics which should be collected, compiled and published, we would like to invite the pointed attention of all concerned and particularly of the Directorate-General of Shipping, to the Vessels Utilization and Performance Report which is submitted by ships of all nationalities entering or leaving an American port to the Maritime Administration of the U.S.A. Government, and to the monthly reports of the continuous working and the Income and Expenditure of the Japanese Ships which are submitted by the Japanese Ship-owners to the Transport Ministry of the Japanese Government. These reports have already been referred to by us in the last Chapter and the forms are shown in Appendices XXI and XXIII respectively. While we have not recommended the adoption of similar reports at this stage in this country, we do cherish the hope that they will merit in near future the serious thought of all concerned and particularly of the Directorate-General of Shipping, with a view to finding out whether they could supply further new material for evolving more effective methods for the expansion of Indian Merchant Navy and strengthening the general economy of the country.

*Proposed Uniform Commodity Schedule.***IMPORTS****A**

Animals & Livestock.

Arms & Ammunition other than military stores.

B

Ballast of all kinds.

Building materials other than of iron, steel or wood :

- (i) Asphalt, bitumen, dammar and pitch.
- (ii) Bricks & tiles.
- (iii) Country clay other than China Clay.
- (iv) Cement.
- (v) Other sorts.

C

Candles, paraffin, wax and tallow.

Chemicals other than medicines :

- (i) Calcium carbide.
- (ii) Caustic Soda.
- (iii) Ammonium Nitrate.
- (iv) Ammonium Sulphate.
- (v) Sulphur.
- (vi) Other sorts.

China Clay.

Coal and Coke.

Cocoanuts and Copra.

Coffee.

Coir, including cordage rope.

Cotton :

- (i) Raw and waste.
- (ii) Twist yarn.
- (iii) Piecegoods of cotton and silk.

Cycles and parts thereof.

D

Drugs and Medicines.

Dyes.

E

Electrical goods and machineries.

F

Fish, wet, dry and salted, including canned and bottled.
Flour.

Fruits and vegetables :

- (i) Dates, dry and wet.
- (ii) Cashewnuts.
- (iii) Cashewnut kernels.
- (iv) Groundnuts.
- (v) Other kinds.

Foodgrains :

- (i) Barley.
- (ii) Kaoling.
- (iii) Milo.
- (iv) Rice.
- (v) Semolina.
- (vi) Wheat.
- (vii) Other foodgrains.

G

Glassware.

Grass & Fodder.

Grams and Pulses.

Gums and Resins.

H

Hardware including cutlery.

Hay and straw.

Hemp and Hemp products.

Hides and skins.

I

Ilmenite.

J

Jute and Jute products :

- (i) Raw.
- (ii) Gunnies.
- (iii) Other kinds.

K**L**

Limestone.

M

Manure, Oilcakes.

Manure, Chemicals other than ammonium nitrate and ammonium sulphate.

Machineries (other than locomotives and electrical goods and Rly. materials) :

- (i) Boilers.
- (ii) Other kinds.

Metals and Ores :

- (a) Iron and Steel:
 - (i) Pig Iron.
 - (ii) Manufactured iron and steel.
- (b) Other metals and metal products and ores.

Military Stores (Air, Army and Navy).

N**O**

Oils :

- (a) Mineral Oil :
 - (i) Fuel Oil:
 - (a) Bunker.
 - (b) Others.
 - (ii) Furnace Oil.
 - (iii) Diesel Oil (Light or Industrial).
 - (iv) Petrol.
 - (v) Aviation Spirit.
 - (vi) Solvent Oil.
 - (vii) Turpentine.
 - (viii) High Speed Diesel Oil.
 - (ix) Lubricating Oil.
 - (x) Kerosene.
 - (xi) Other Mineral Oils.
- (b) Vegetable Oils—Non-essential :
 - (i) Coconut.
 - (ii) Groundnut.
 - (iii) Linseed.
 - (iv) Others.
- (c) Essential Oils :
 - (i) Synthetic.
 - (ii) Natural.
- (d) Animal Oils.

P

Paint and Varnish.

Provisions and Oilman stores other than fruits.

Q**R**

Rubber, raw.

Rubber, manufactured.

Railway materials :

- (i) Locomotives.
- (ii) Other kinds.

S

Salt.

Seeds other than cocoanut and copra :

- (i) Castor seed.
- (ii) Linseed.
- (iii) Rape-seed.
- (iv) Other seeds.

Soaps.

Spices :

- (i) Betelnuts.
- (ii) Chillies.
- (iii) Cloves.
- (iv) Ginger.
- (v) Pepper.
- (vi) Other sorts.

Starch, Dextrine & Ferina.

Stationery including paper :

- (i) Paper and Pasteboards.
- (ii) Old Newspaper.
- (iii) Other kinds.

Sugar.

T

Tanning substances :

- (i) Myrobalan.
- (ii) Wattle bark.
- (iii) Other sorts.

Tinplate.

Tobacco :

- (i) Unmanufactured.
- (ii) Manufactured including cigars and cigarettes.

U

W

Wool, raw.

Wool, manufactured.

Wines, spices and liquors.

Wood and Timber :

(i) Bamboos.

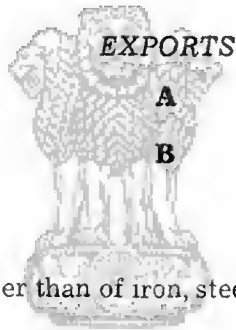
(ii) Firewood.

(iii) Plywood including teachests and shooks.

(iv) Other sorts.

X**Y****Z**

All other imports.



Ballast of all kinds.

Bone & Bone Meal.

Building materials other than of iron, steel and wood :

(i) Cement.

(ii) Bricks and Tiles.

(iii) Chalk and lime.

(iv) Others.

Bunker coal.

C

Chemicals & Chemical Preparations; excluding Chemical manure and medicines.

Coal and Coke.

Cotton :

(i) Raw and waste.

(ii) Twist and Yarn.

(iii) Piecegoods of cotton and silk.

Carpet, including matting.

Coir and Rope.

Coffee.

D

Drugs and Medicines :

- (i) Nux Vomica.
- (ii) Quinine and Cinchona bark.
- (iii) Other kinds.

Dyeing and tanning substances :

- (i) Myrobalan.
- (ii) Barks.
- (iii) Other sorts.

E

Electrical goods.

F

Fish, wet, dry and salted including canned and bottled.

Flour.

Foodgrains & Pulses :

- (a) Foodgrains :
 - (i) Rice.
 - (ii) Wheat.
 - (iii) Barley.
 - (iv) Other kinds.
- (b) Pulses of all kinds.

Fodder and grass.

Fruits & Vegetables, including salted and preserved :

- (i) Cocoanuts and Copra.
- (ii) Cashewnuts.
- (iii) Groundnuts.
- (iv) Tamarind.
- (v) Mangoes.
- (vi) Onions.
- (vii) Other kinds.

G

Gums and Resins of all sorts.

H

Hardware including cutlery.

Hemp and hemp products.

Hides and Skins.

I

Ilmenite.

J

Jute, raw.

Jute, manufactured.

- (i) Gunnies.
- (ii) Other products.

K

L

Lac. raw and manufactured.

M

Machineries other than Rly. materials.

Manure, oil cake.

Manure, chemical.

Molasses.

Mica.

Military Stores.

Metals other than Ores :

- (a) Iron & Steel :
 - (i) Pig Iron.
 - (ii) Wires and Nails.
 - (iii) Other manufactures of iron and steel.
- (b) Scrap.
- (c) Other metals and metal products.

N

O

Oils :

- (a) Mineral Oils :
 - (i) Fuel Oil :
 - (a) Bunker.
 - (b) Others.
 - (ii) Furnace Oil.
 - (iii) Diesel Oil (Light or industrial).
 - (iv) Petrol.
 - (v) High speed Diesel oil.
 - (vi) Kerosene.
 - (vii) Other Mineral Oils.
- (b) Vegetable Oils—Non-essential :
 - (i) Cocoanut.
 - (ii) Groundnut.
 - (iii) Linseed.
 - (iv) Mustard.
 - (v) Others.

(c) Essential Oils.

(d) Animal Oils.

Ores :

(i) Iron Ore.

(ii) Manganese Ore.

(iii) Chrome Ore.

(iv) Kyanite Ore.

(v) Bauxite Ore.

(vi) Other Ores.

P

Paint and Varnish.

Paper & Pasteboards.

Provisions and oilman stores.

Q

R

Railway materials.

Rubber, raw.

Rubber, Manufactured.

S

Salt.

Seeds :

(i) Castor seed.

(ii) Mustard seed.

(iii) Moa seed.

(iv) Linseed.

(v) Niger-seed.

(vi) Rape-seed.

(vii) Other seeds.

Spices :

(i) Betelnuts.

(ii) Chillies.

(iii) Cloves.

(iv) Ginger.

(v) Pepper.

(vi) Turmeric.

(vii) Other sorts.

Tea.

Teawaste.

Tobacco :

(a) Unmanufactured.

(b) Manufactured :

(i) Biddies.

(ii) Cigars.

(iii) Cigarettes.

(iv) Other sorts.

U

V

W

Wool, raw.

Wool manufactured.

Wood and Timber including manufactures thereof :

(i) Firewood.

(ii) Plywood including tea chests and shooks.

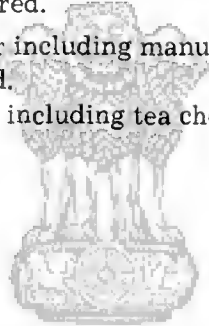
(iii) Others.

X

Y

Z

All other exports.



सत्यमेव जयते

CHAPTER XIII

AGENCY FOR COLLECTION, COMPILATION AND PUBLICATION OF STATISTICS

Collecting agencies recommended by us

479. As pointed out in the previous Chapters, the Committee have been asked to examine the existing system of collection, maintenance and publication of port and shipping statistics, in all its aspects, and make recommendations in regard to—

- (i) cargoes imported under the ownership and/or control of the Central and the State Governments and the freight paid thereon,
- (ii) the cargo carried by all shipping companies in the coastal and the overseas trades and the amount of freight payable thereon, and
- (iii) the additional statistics that should be collected in regard to both coastal and ocean-going shipping with particular reference to the needs of Government, the Trade and International Agencies, and the Shipping Industry.

It has to be noted that we have to examine the port and shipping statistics. We have examined all these three subjects in previous Chapters and have made our recommendations in connection therewith. We have also been asked to make recommendations in regard to the Agencies that should collect and compile the statistics mentioned in (i), (ii) and (iii) above, as well as in regard to the publication of the material covered by subjects (i), (ii), and (iii) mentioned above, and the manner of its publication. Both these items should be considered together. We have already made our recommendations as to the agencies that should collect these statistics and we have also indicated the sources from which the statistics should be collected. For instance, we have recommended that cargo statistics in all their aspects should be collected by the Port Authorities; shipping statistics should be collected by the Customs Authorities; shipping companies should furnish passenger and freight statistics to the Directorate-General of Shipping; advance information in regard to shipment of cargoes coming under the ownership and/or control of the Central and State Governments, etc., as well as information in regard to the freight payable on cargoes thus imported should be supplied by various agencies to the Directorate-General of Shipping and where such information cannot be supplied, the Directorate-General of Shipping should collect the same.

480. We have already indicated in Chapter XII, the agencies that should collect the different types of statistics discussed in that Chapter. In particular, it is recommended that statistics regarding the dead weight tonnage of cargo moved classified according to the different cross-sections mentioned in that Chapter, should be compiled by the ports and sent to the central agency for compiling statistics for all India.

Primary collecting agency for cargo statistics

481. Shri C. R. B. Menon held the view that this work could appropriately be entrusted to the Customs. The main reasons adduced were as follows :

The Bills of Entry and Shipping Bills which form the basic documents for compilation of foreign trade statistics contain all essential particulars about the ship and the cargo moved. In respect of the cargo, they give the value and the quantity in the natural unit. All that has to be done is for the Customs to include an item in the documents, "the dead weight tonnage". It appears likely that the trade statistics may be mechanised in the near future. From the running statements containing essential particulars of the basic documents to be furnished by the Customs, there will be central compilation of all-India statistics by use of mechanical equipment.

482. This view as well as the reasons adduced were discussed in detail and the Committee finally decided to stick to their original recommendation in Chapter XII, that the port authority should continue to do the compilation of the statistics of the tonnage of cargo moved, for the following reasons :

- (1) Dead weight tonnage statistics are being collected by all the ports except in some minor ports, although the extent of detailed information available varies from port to port;
- (2) The weight of cargo moved is the basic indicator of the volume of activity of a port and, as such, statistics of the tonnage of cargo according to these cross-sections recommended are vitally necessary for the port. They should, therefore, continue to be collected, irrespective of the question whether any other agency could do the same for purposes of all-India collation;
- (3) In view of the fact that the port dues are based on the volume of cargo moved, the tonnage figure is important, and would often have to be checked by actual weighment. Thus an opportunity is also provided to check the accuracy of the data supplied.
- (4) There is also this difficulty. The Bill of Entry very often contains a large number of items which have to be split up under different groups for purposes of classification of foreign trade statistics. The weight when available would often be for a group of items which, for purposes of foreign trade posting, have to be split up into individual items, and it will not be possible to estimate the weight of each individual item. The volume of Customs documents would be more as compared to Port documents, and the trade classification is much more detailed than the cargo classification for purposes of tonnage.
- (5) The Ports have to collect a good deal of other statistics—transshipment cargo, same bottom cargo, turn-rounds, etc.

483. Shri P. R. Subramaniam felt that, having regard to the disparity in the existing arrangements in the various ports and to the fact that the Central Government did not exercise direct administrative control over the minor ports, which are now under the control of the State Governments, it might be simpler, if feasible, to entrust the work to the Customs authorities, who were directly under Central Government control. To this, the Committee referred to the

correspondence on the subject dealt with in the report and the Chairman referred to his discussions with some of the State Governments, during which the States assured that they would be able to give the necessary information.

Central Agency

484. The question of appropriate central agency for all-India compilation and publication was discussed at great length by the Committee. It was finally agreed that this should be the Directorate-General of Shipping. The main considerations which led to this recommendation are indicated below :

- (1) The proposals made by the Committee would lead to a comprehensive system of shipping and port statistics.
- (2) It is increasingly realised that accurate and up-to-date statistics in this field are a necessary pre-requisite for the formulation of shipping policy and for assessing the progress made in the implementation of the same.
- (3) It would, therefore, be appropriate to assign this responsibility to the agency, viz., the Directorate-General of Shipping, responsible for implementing the shipping policy.
- (4) There would be the further advantage of greater chances for implementation, as the Directorate-General of Shipping is in continuous contact with the shipping interests.
- (5) It would also be possible to review the programme of shipping and port statistics from time to time with a view to bringing it in line with the development of shipping policy.
- (6) Statistics regarding the annual freight bill, and cargo to be exported and imported on Government account and control, which are very important, could only be obtained by the Directorate-General of Shipping.

485. Shri P. R. Subramaniam, while agreeing to this recommendation, felt it his duty to record the limitations of an administrative nature that would arise in the implementation of this recommendation, which he could visualise at the moment with his experience in the working of the Directorate-General of Shipping, and, in particular, the question of adequate powers over the ports with a view to ensuring accurate and timely statistics from them. He also felt that the Directorate would be able to undertake the work only if arrangements for mechanical compilation of the statistics and adequate staff were available.

Statistics that should be published—agency for publication

486. The statistics which we have recommended in Chapter XII that the Port authorities should furnish to the Central Agency, will have to be compiled and published by that Agency. We have already recommended in this Chapter that that Agency should be the Directorate-General of Shipping. We, therefore, recommend that the ports should send monthly the under-mentioned cargo statistics to the Directorate-General of Shipping, which should be compiled by it on an all-India basis, and should be published monthly in the bulletin which that Directorate should issue :

- (1) Total tonnages of imports and exports at ports broken up into coastal and foreign ;

- (2) Tonnages of commodities of imports and exports according to the commodity schedule regionwise;
- (3) Tonnages of commodities on imports and exports according to the commodity schedule flagwise;
- (4) Tonnages of commodities of imports and exports according to the commodity schedule brought by steamers and sailing vessels broken up into coastal and foreign;
- (5) Total tonnages of imports and exports brought or carried by different shipping companies as well as by the shipping companies under different agencies;
- (6) Tonnages of same bottom cargo not discharged at any Indian Port and transshipment cargo;
- (7) Number of dry cargo vessels and tankers and the tonnages of total goods imported or exported by them.

487. As regards the three monthly reports of the turn-round of vessels to be furnished by ports, we recommend that the Directorate-General in its bulletin should publish the information once every 3 months.

488. With reference to the statistics regarding port facilities, navigational aids and port flotilla, etc., we recommend that the Directorate-General should compile the same on an all-India basis and publish the same once every 3 years in its bulletin.

489. As regards statistics regarding Officers who handle ships at ports received from the port authorities, we recommend that the Directorate-General of Shipping should compile them on an all-India basis and publish the same once a year in its bulletin.

490. As regards labour statistics to be furnished by the ports, we recommend that the Directorate-General of Shipping should publish the reports on an all-India basis once a year.

Formation of groups of ports for submitting statistics

491. As regards all the above periodical statements which are to be forwarded to the Directorate-General of Shipping, it is important to consider whether these should be sent by every Minor Port separately. In view of the very small quantity of traffic at some of the Minor Ports, we have come to the conclusion that it is desirable that every Minor Port should not be called upon to furnish statistics in regard to items mentioned above. We have followed the principle on which ports are divided into intermediate and Minor Ports. Those Ports which handle a total traffic of about a lakh of tons and more in a year should be asked to forward statistics to the Directorate-General of Shipping. Other ports might be formed into groups of ports and statistics on behalf of these groups of ports should be forwarded to the Directorate-General of Shipping by the maritime States to which they belong. We, therefore, recommend that the statistics to be forwarded to the Directorate-General of Shipping should be forwarded to it by ports and groups of ports as mentioned in the schedule attached to this Report and marked as Appendix XXVIII.

Publication of shipping statistics

492. We recommend that the shipping statistics forwarded by the Customs authorities to the Directorate-General of Shipping as recommended by us in para. 457, should be compiled by it on an all-India basis and should be published in its bulletin, every month.

Publication of passenger statistics.

493. As regards passenger statistics, we recommend that the passenger statistics to be furnished by the shipping companies both Indian and foreign in the coastal as well as the overseas trades, should be compiled by the Directorate-General of Shipping on an all-India basis and should be published by that Directorate, every month, in its monthly bulletin. We further recommend that the figures published should show not only passengers moved between Indian coastal ports (including Andaman and Nicobar Islands) but also those in the following trade routes: (1) India/Pakistan, (2) India/Burma, (3) India/Malaya, (4) India/East and South Africa, (5) India/Red Sea Ports including Aden and Haj Pilgrim Ports, (6) India/Persian Gulf Ports, (7) India/Far East, including Australia and New Zealand, (8) India/U.K. and Continent, (9) India/U.S.A. Canada, Central and South America, and (10) India/all other countries.

Publication of statistics maintained by D.G. of Shipping

494. We have recommended in this Report that the Directorate-General of Shipping should maintain the following registers :

- (1) Register of ships—Para. 321.
- (2) Register of sailing vessels—Para. 322.
- (3) Register of casualty of ships—Para. 327.
- (4) Register of sea personnel—Para. 345.
- (5) Register of Indian shipping companies—Para. 352.

We recommend that the Directorate-General of Shipping should publish the information maintained in its register of ships, register of sailing vessels and register of sea personnel once a year, in its monthly bulletin. The information contained in the other two, namely that of the Casualty Register and Indian Shipping Companies need not be published.

495. We have also recommended that the Directorate-General of Shipping should collect information in regard to the following :

- (i) Ships constructed, launched and under construction (Para. 475).
- (ii) Ships laid up or under repairs (Para. 476).
- (iii) Institutions for training of sea personnel (Para. 477).

We recommend that the information collected under each category should be compiled and published on an all-India basis by the Directorate. The information regarding ships laid up or under repairs should be published every month, that regarding ships constructed, launched and under repairs once every 3 months and that regarding Institutions for training of sea personnel annually.

496. We have published at the end of this Chapter a statement giving particulars of the agencies that will have to collect or furnish statistics and the agency that will have to compile and publish them on an all-India basis.

New staff for additional statistics at ports

497. The question of extra staff that will be needed by the Port authorities, Major and Minor, for the collection of the statistics

mentioned in this Report, deserves careful consideration. It has been pointed out to us by the Port authorities as well as by the States that, if the statistics are to be collected on the line indicated by us, it will be necessary for them to engage additional staff for that purpose. Some of them have also mentioned that as the development of shipping is not their responsibility, they are agreeable to incur the additional expenditure involved provided it is borne by the Central Government. We are, however, of the opinion that the collection of statistics mentioned in Chapter XII, is in the interests of ports themselves and as such the port authorities should provide for the necessary staff. As the development of Minor Ports helps the economic development of the States, we consider that the States should take a broader view of this aspect and provide for the necessary staff at the Minor Ports under their control. In any case, whatever the additional expenditure might be, we are definitely of the opinion that it should be incurred, as it will be agreed that the collection and maintenance of proper statistics would be a great help to our national economy and that the gap that exists should be filled in without any delay by all concerned.

Proposed statistical branch in the D.G. Shipping's office

498. A successful implementation of our proposals for collecting and processing comprehensive shipping and port statistics would largely depend on the statistical organization set up in the Directorate-General of Shipping for this purpose. It is very necessary that this organization should be manned by adequate, properly trained and competent staff and should be headed by a competent senior statistician highly qualified and with requisite experience in organizing similar statistical organizations in a large operating department of the Government of India, any academic institution or a reputed business firm. The statistician will be under the administrative control of the Directorate-General of Shipping and will act in close consultation in statistical matters, with the Central Statistical Organization.

नियमित नयन

Mechanisation of statistics

499. An important question which should receive serious thought is the adoption of a system of mechanization of statistics. The system is adopted with great efficiency and success in advanced countries like the U.S. and U.K. Mechanical tabulation is being employed successfully in some of the offices of the Government of India. Considering the range, volume and variety of the statistical work that these proposals entail, we recommend the introduction of the mechanised system in the Directorate-General of Shipping, on considerations of efficiency and economy, and trust this aspect of the question would be examined in detail.

Statement showing the particulars of the Agencies that will have to collect or furnish statistics and the Agency that will have to compile and publish them on an all-India basis.

Nature of Statistics	Collecting Agency	Furnishing Agency	Manner in which to be furnished	Agency for compilation and publication	Manner of publication	Remarks
1	2	3	4	5	6	7
I. Cargo :						
1. Tonnages of imports and exports at ports broken up into coastal and foreign.	Ports	Ports	Monthly	D.G. Shipping	Monthly	In D.G. Shipping's bulletin.
2. Tonnages of commodities of imports and exports according to the commodity schedule regionwise.	"	"	"	"	"	"
3. Tonnages of commodities of imports and exports according to the commodity schedule flagwise.	"	"	"	"	"	"
4. Tonnages of commodities of imports and exports according to the commodity schedule brought by steamers and sailing vessels broken up into coastal and foreign.	"	"	"	"	"	"
5. Total tonnages of imports and exports brought or carried by different shipping companies and under different agencies.	"	"	"	"	"	"
6. Tonnages of same bottom and transshipment cargo.	"	"	"	"	"	"
7. Number of dry cargo vessels and tankers and the tonnages of total goods imported or exported by them.	"	"	"	"	"	"

II. *Turn-round of Vessels;*

8. A note on the turn-round of vessels at each port. " " " Once in 3 months "

III. *Port facilities, navigational aids and Port flotilla, etc.;*

9. A note on the subjects for each port. " " " Once in 3 years "

IV. *Officers who handle ships at the Ports;*

10. A note on the subject for each port " " " Annually "

V. *Labour Statistics at Ports;*

11. A note on the subject for each port " " " " "

VI. *Shipping Statistics :*

12. Arrivals and Departures of all vessels with cargo and in ballast at each Port. }
 13. Arrivals and Departures of vessels with cargo and in ballast in Coastal Trade at each Port. } Customs
 14. Entries and clearances of vessels with cargo and in ballast in Foreign Trade at each Port. }



VII. *Passenger Statistics :*

15. Return of Passengers leaving India in ships bound for places out of India. Shipping companies. " Shipping companies through Port authorities. " In case of every passenger vessel. " Monthly "
16. Return of passengers brought to India in ships arriving from places out of India. " " " " "

1	2	3	4	5	6	7
	Shipping Companies.			D. G. Shippin.	Monthly	In D. G. Shipping's Bulletin.
17.	Return of passengers carried in the Coastal Trade.	Shipping Companies (directly to D.G. Shipping).	Monthly	"	"	"
VIII. Statistics at present maintained by D.G. Shipping :						
18.	Particulars regarding vessels on the Indian Register.	D.G. Shipping.	Particulars already maintained in D.G. Shipping's Office.	"	"	"
19.	Particulars regarding sailing vessels	"	"	"	"	"
20.	Particulars regarding casualty to ships	"	"	"	"	"
21.	Particulars regarding sea personnel	"	"	"	"	"
22.	Particulars regarding Indian shipping Companies.	"	Some particulars already maintained in D. G. Shipping's office.	"	Annually	Need not be published. In D. G. Shipping's bulletin. Need not be published.
23.	Particulars of new ships constructed and ships under construction.	"	Particulars to be maintained in D. G. Shipping's Register.	"	"	In D. G. Shipping's bulletin.
24.	Particulars of ships laid up or ships under repairs.	Shipping Companies.	Monthly	"	Monthly	"
25.	Particulars of Institutions for training of sea personnel.	Training Institutions.	Annually	"	Annually	"

CHAPTER XIV

WHAT FURTHER STATUTORY POWERS ARE NECESSARY FOR COLLECTING ADDITIONAL STATISTICS

500. In Chapter XII, we have indicated what further Port and Shipping Statistics should be collected as well as the Agency which should collect them. In this Chapter, we shall first outline the statutory powers under which port and shipping statistics are collected at present and then examine if any further statutory powers will be necessary for collecting the additional statistics.

Present Statutory Powers of the Ports, Customs & D.G. Shipping

501. At present the Major Ports of Calcutta, Bombay and Madras derive their authority from the respective Port Acts and the Bye-Laws framed on the basis of specific sections of the Port Acts. The Indian Ports Act, 1908, the Indian Merchant Shipping Act, 1923, the Petroleum Rules, 1937 and the Explosive Rules, 1940 confer certain rights and obligations on them in specific matters. Although the other Ports have no specific Port Acts, the Indian Ports Act, 1908, the Indian Merchant Shipping Act, 1923, the Petroleum Rules, and the Explosive Rules are also applicable in their cases. In the case of some of the Ports like Visakhapatnam and Cochin, specific Port Rules have been framed by the Government in exercise of powers conferred by certain sections of the Indian Ports Act, 1908.

502. The Customs Authorities derive their statutory powers from the Sea Customs Act.

503. The Directorate General of Shipping calls upon the Shipping Companies to submit various statements on the authority of the Indian Merchant Shipping Act, 1923 and the Control of Shipping Act, 1947.

Existing Statutory Powers for Collecting Cargo Statistics

504. At present the ports are generally compiling their cargo statistics on the basis of the particulars shown in their revenue documents which are called Import or Export Chappas or Challans or Applications. The documents are filed by the consignees or shippers for payment of port charges which are framed on the basis of the Port Acts, Port rules or Landing and Shipping Fees Act. Extract of Rule 2 of the Landing and Shipping Fees Act applicable at the Port of Cochin, is given below to give idea of the nature of the Ports' Statutory powers in this respect :—

Rule 2 of the Landing and Shipping Fees

505. "All application to export or import goods shall be on forms approved by the Port Administration and such forms shall in all cases be correctly filled in and signed by the Shipper or consignee of the goods or by his agent. Whenever required by the person authorised by the Traffic Manager to call for and inspect them, all necessary documents shall be produced by shippers or consignees or their agents at the time of the shipping or landing of goods."

No Fresh Statutory Power Necessary for Collecting Additional Cargo Statistics

506. In Chapter XII, we have recommended that additional cargo statistics will be compiled by the Port authorities on the basis of these Revenue documents which in future should be called Import or Export Application. In paragraph 206 of Chapter IV, we have indicated what essential items should be shown in these basic documents to enable the Ports to compile all their cargo statistics. Most of these particulars are at present being shown by the consignees or in the existing Port Revenue Documents. As it will not be difficult for the consignees or shippers to show all these particulars with the help of Bills of Entry or Shipping Bills, invoice or other shipping documents, and as the authority for framing charges rests with the Port authorities under the Port Acts or Port Rules or the Indian Ports Act, 1908 it is expected that there will be no difficulty on the part of Port Authorities in calling for information about the particulars specified in the Import or Export Application forms as mentioned in paragraph 206. We, therefore, conclude that no further statutory powers will be necessary for the Ports to maintain the additional cargo statistics as mentioned in Chapter XII.

Additional Shipping Statistics

507. In the sphere of shipping statistics, we have recommended in paragraph 460 of Chapter XII, that each Port should maintain in future, particulars about the number and net registered tonnages of all vessels arrived and departed. We have also recommended in paragraph 457 of Chapter XII that the Customs authorities should collect their shipping statistics almost as at present, but with such modifications as mentioned in that paragraph and that they should forward them to the D.G. Shipping instead of D.G.C.I.S. in future. We have also laid down the definition of all the relevant terms in this connection in that Chapter.

508. In paragraph 227 of Chapter IV, we have recommended that every vessel should in future submit an Arrival Report and a Departure Report at the time of arrival at or departing from a Port. We have also recommended in the same paragraph that these Arrival and Departure Reports should contain certain essential columns so that the Ports might compile their shipping statistics from these particulars.

509. At present the Master of a vessel has to report arrival "within twenty-four hours after the arrival within the limits of any Port" according to Section 39 of the Indian Ports Act of 1908. Similarly under Section 43 of the same Act, no port clearances are granted until port charges are paid.

510. Sections 39 and 43 of the Indian Ports Act, 1908, are quoted below :—

Section 39 of the Indian Ports Act, 1908.—"Master to report arrival.—(1) Within twenty-four hours after the arrival within the limits of any port subject to this Act of any vessel liable to the payment of port dues under this Act, the master of the vessel shall report her arrival to the Conservator of the Port.

(2) A master failing without lawful excuse to make such report within the time aforesaid for every such offence be punishable with fine which may extend to one hundred rupees.

(3) Nothing in this section applies to tug-steamers, ferry-steamers or river-steamers plying to and from any of the ports subject to this Act."

Section 43 of the Indian Ports Act 1908.—"No port-clearance to be granted until port charges are paid.—The officer of the Government whose duty is to grant a port-clearance for any vessel shall not grant such clearance—

- (a) until her owner or master, or some other person has paid or secured to the satisfaction of such officer the amount of all port dues, fees and other charges, and of all fines, penalties and expenses to which the vessel or her owner or master is liable under this Act ;
- (b) until all expenses, which by the Merchant Shipping Act, 1894 (57 and 58 Vict., c. 60), section 207, are to be borne by her owner, incurred since her arrival in the port from which he seeks clearance, have been paid."

511. Accordingly by convention and not according to any statutory obligation, the master of a vessel submits an Arrival Report and a Departure Report (prescribed *ad hoc* basis) at some Ports, while at others the Certificate of Registry, Vessel's log, etc., are submitted to the Port Authorities from which the Ports fill up their vessels Registers. Although the Masters of the vessels have been submitting Arrival and Departure Reports at some of the Ports according to convention and not strictly according to any law, it is expected that they will raise no objection to do so at all the Ports in future. The particulars mentioned in paragraph 227, which every such Arrival or Departure Report form should contain, are readily available to the Masters of the vessels. We, therefore, conclude that no further statutory powers will be necessary in this respect also.

512. The Customs are at present collecting shipping statistics on the basis of the Import General Manifests and the Application for outward entry and Port clearance which the Shipping Companies have to file with them on the basis of Sections 54, and 62 respectively of the Sea Customs Act. Extracts of Section 54, and 62 of the Sea Customs Act, 1878 are quoted below :—

Section 54.—"If any vessel arrives at any customs port which a place has not been so fixed, the master of such vessel shall, within twenty-four hours after such vessel has anchored within the limits of the port, deliver a manifest to the pilot, officer of Customs or other person authorized to receive the same."

Section 62.—"No vessel, whether laden or in ballast, shall depart from any customs-port until a port-clearance has been granted by the Customs-collector or other officer duly authorized to grant the same.

And no pilot shall take charge of any vessel proceeding to sea, unless the master of such vessel produces a port clearance."

513. We have recommended that the Customs will continue collecting shipping statistics as at present. They will have, however, to follow certain standard definitions in doing the same, which we have recommended and to send such statistics to the D.G. Shipping instead of to the D.G.C.I.S. We, therefore, conclude that in this respect also, no further statutory powers will be necessary.

Additional Passenger Statistics

514. We have recommended in paragraph 464 of Chapter XII that the statistics of passengers leaving India or arriving at India from abroad should contain information as regards class of travel, sex, age, nationality, region, profession or calling as well as the object and duration of visit of the passengers. For this purpose we have recommended in paragraph 467 of the same chapter that every ship arriving from abroad at an Indian port with passengers or leaving for foreign ports with passengers from an Indian port shall furnish, through the Port Authorities, to a Central Agency, Passenger Returns in the forms shown in Appendices XXV and XXVI. Although the Indian Shipping Companies can be called upon to submit this information as per Section 7 of the Control of Shipping Act, 1947, it is doubtful whether the non-Indian Shipping Companies can be legally called upon to do so under any existing Act. The Police Authorities may call upon foreigners under the Registration of Foreigners Act, 1939, to give detailed information in the proposed "Embarkation" and "Disembarkation" cards as mentioned in Chapter X but it is not clear whether the Shipping Companies can be asked to furnish under that Act such detailed information about all passengers, nationals and foreigners, according to the proposed returns shown in Appendices XXV and XXVI. It is also not clear whether the Collection of Statistics Act, 1953, provides for necessary statutory powers.

515. We, therefore, recommend that the Government should obtain the opinion of the Ministry of Law whether the Collection of Statistics Act, 1953, empowers them to call upon all shipping companies to supply the information required in the proposed Passenger Returns shown in Appendices XXV and XXVI. If the opinion is in the negative, the Government should enact necessary legislation as early as possible. We also consider that specific statutory provisions should be incorporated in the Indian Merchant Shipping Act, which we understand will be revised shortly.

516. We have also recommended in paragraph 468 of Chapter XII that statistics of passengers in coastal Trade should be compiled from the monthly statements which every Shipping company must submit to the Central Agency in the form shown in Appendix XXVII. As passenger traffic on the coast is only allowed under a licence issued under the Control of Shipping Act, we conclude that there would be no difficulty in calling upon the Shipping Companies to supply the required information under Section 7 of the said Act.

Additional Statistics of other Nature

517. No further statutory powers are required for the collection of other additional port and shipping statistics mentioned in Chapter XII, such as the Statistics of Sea Personnel, Statistics regarding Port facilities, navigational aids and Port Flotilla, Statistics regarding officers who handle ships at Ports, and Labour Statistics at all Ports. As regards the first item, the D.G. Shipping has already started collecting some of the required information from the Indian Shipping Companies on the authority vested in him by Section 7 of the Control of Shipping Act, 1947. As regards the last three items, such particulars will be collected by the Ports from the information available in their own records.

CHAPTER XV

SUMMARY OF CONCLUSIONS & RECOMMENDATIONS

Conclusions

518. *No Duplication in Publication of Port Statistics.*—Not only is there no duplication of effort in the publication of the statistics of the Major and Minor Ports, but they also do not receive wide publicity in the country. Moreover, there is no single report published in the country, either by the Central Government or by any other authority, giving at one place complete and properly co-ordinated statistics of cargo, passenger and shipping for the country as a whole and thereby providing a synoptic picture of all-India position (Para. 274).

Further statutory powers not necessary for the following :

519. *For Additional Cargo Statistics.*—No further statutory powers will be necessary for collecting additional cargo statistics recommended by the Committee. (Para. 506.)

520. *For Additional Shipping Statistics.*—No further statutory powers will be necessary for either the Ports or the Customs Authorities in collecting the additional statistics recommended by the Committee. (Paras. 511 and 512.)

521. *For Passenger Statistics in the Coastal Trade.*—No further statutory powers will be necessary for the Directorate General of Shipping in collecting passenger statistics in the Coastal Trade. (Para. 516.)

522. *Feasibility of Drawing up a Form based on U. S. & Japanese Forms.*—Adoption of forms similar to the Vessels Utilisation & Performance Reports (Appendix XXI) in U.S.A. and the Monthly Reports (Appendix XXIII) which the Japanese ship-owners have to submit to the Japanese Government, has not been recommended by the Committee at this stage in our country. All concerned and particularly the Directorate General of Shipping should, however, be asked to examine these forms, in the near future, with a view to finding out whether introduction of similar forms might not be useful. (Para. 478.)

Recommendations

523. *Primary Collecting Agency for Cargo Statistics.*—Statistics regarding the deadweight tonnage of cargo imported or exported, classified according to different cross-sections should be compiled by the Ports and sent to the Central Agency for compiling statistics on an all-India basis. (Para. 480.)

524. *Central Agency for all-India Compilation & Publication of Statistics.*—The Directorate General of Shipping should be the appropriate Central Agency for all-India compilation and publication of the various types of statistics recommended by the Committee. (Para. 484.)

525. *Thirty-two Port & Port Groups to send Statements to the Directorate General of Shipping.*—All the statements mentioned in

Chapter XII which are to be forwarded by the Ports to the Directorate-General of Shipping should be sent by 32 Ports & Groups mentioned in the Schedule given in Appendix XXVIII. (Para. 491.)

Cargo Statistics :

526. *Commodity-wise Cargo Statistics.*—All the Major and Minor Ports should in future, maintain all their commodity-wise cargo statistics according to a uniform standard commodity schedule given at the end of Chapter XII (Para. 432).

527. *Basic Documents for Cargo Statistics for all Ports.*—The basic documents for collection of cargo statistics at all the ports, including the 111 Minor Ports, where there are at present no port documents should be the Port Revenue Documents. (Paras. 206, 211 and 446.)

528. *Same Name for Basic Documents.*—The names of these basic documents should, in future be the same at all ports, viz. Import and Export Applications. (Para. 207.)

529. *Basic Documents for Statistics of Cargo carried by sailing Vessels.*—The basic documents for statistics of cargo carried by sailing vessels should be also the Import and Export Applications. (Para. 229.)

530. *Essential Items to Appear on Import & Export Applications.*—The Import and Export Applications should have, amongst other items, which the port might find necessary to have for other purposes, the following columns. (Para. 206.)

<i>Import Application</i>	<i>Export Application</i>
1. Vessel's name.	1. Vessel's name.
2. Name of the Line.	2. Name of the Line.
3. Name of the Agent or Charterer.	3. Name of the Agent or Charterer.
4. Nationality of the Flag.	4. Nationality of the Flag.
5. The Port and Country of Shipment.	5. Port and Country of destination.
6. Name of the Commodity.	6. Name of the Commodity.
7. Country of Origin.	7. Country to which consigned.
8. Marks and numbers of the consignment.	8. Marks and numbers of the consignment.
9. Gross weight of the Consignment.	9. Gross Weight of the consignment.

531. *Gross Weight Particulars & Uniform Standard Conversion Table.*—The gross weight of the consignment must always be recorded in the Import or Export Applications. In the cases where gross weight particulars are not necessary for the port to realise its charges and the particulars are shown in gallonage, measurement, units, etc., the gross weight of the consignment should be arrived at by applying a Standard Conversion Table, which has been given in Appendix XV. (Para. 208.)

532. *Every Port to have copies of Bills of Entry & Shipping Bills.*—A definite procedure should be laid down for supplying port authorities with a copy of the Bill of Entry or Shipping Bill for each consignment at every Major and Minor Port in India. (Para. 204.)

533. *Uniform Nomenclature for charges.*—A proper study should be made for ensuring uniform nomenclature at all the ports, as far as possible, for the Port charges for same types of operations, services rendered, etc. (Para. 209.)

534. *Uniform Procedure.*—All possible steps should be taken to ensure uniformity of procedure, as far as possible, at all ports for making them responsible for the delivery and shipment of cargo that passes through their jurisdiction. (Para 210.)

535. *Tonnages of Imports & Exports.*—The ports should send monthly statements to the Directorate-General of Shipping (Central Agency) showing total tonnages of imports and exports, broken up into coastal and foreign, and the Directorate-General should compile them on an all-India basis and publish the figures in its monthly Bulletin. (Para. 486.)

536. *Commodity Flagwise Statements.*—Every port should maintain a monthly flagwise statement giving particulars of the tonnages of commodities mentioned in the Schedule of Commodities, imported into or exported from that port, according to the nationality of the flag of the ship which brought or carried them. This monthly flagwise statement should be forwarded by the ports to the Directorate-General of Shipping (Central Agency) and the Directorate-General should compile and publish the figures in its monthly Bulletin. (Paras. 433 and 486.)

537. *The Flags for Commodity Flagwise Statement.*—The commodity flagwise statement should be maintained under the following flags. (Para. 434.)

1. Indian.
2. British.
3. Dutch.
4. Danish.
5. Greek.
6. Italian.
7. Japanese.
8. Norwegian.
9. Panamanian.
10. Pakistani.
11. Swedish.
12. U.S.A.
13. Canadian.
14. German.
15. French.
16. Liberian.
17. Belgian.
18. Chinese.
19. Russian.
20. Burmese.
21. Ceylonese.
22. All other flags.

538. *Commodity Regionwise Statements*.—Every port should maintain a monthly regionwise commodity statement giving separate figures for the total tonnage of each commodity mentioned in the Schedule of Commodities, imported from or exported to these regions. The ports should forward every month this monthly regionwise commodity statement to the Directorate-General of Shipping (Central Agency), which should compile and publish the figures in its monthly bulletin on an all-India basis. (Paras. 435 & 486.)

539. *The Regions for Commodity Regionwise Statements*.—The regionwise commodity statement should be maintained, both for imports and exports, for the following regions. (Para. 436.)

Coastal Trade :—

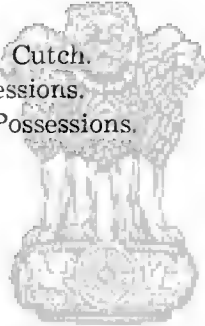
1. West Bengal.
2. Orissa.
3. Madras.
4. Andhra.
5. Travancore-Cochin.
6. Cochin Port.
7. Bombay.
8. Saurashtra, Okha & Cutch.
9. French Indian Possessions.
10. Indian Portuguese Possessions.

Adjacent Trades :—

11. Pakistan.
12. Ceylon.
13. Burma.

Overseas Trades :—

14. Malaya & Straits.
15. Other South East Asian countries.
16. Japan.
17. China.
18. Persian Gulf Ports.
19. Saudi Arabia and Red Sea Ports.
20. Other Asian countries.
21. Egypt.
22. East Africa.
23. South Africa.
24. Other African countries.
25. Australia and New Zealand.
26. United Kingdom.
27. France.
28. Belgium.
29. Netherlands.
30. Germany.
31. Scandinavian countries.



32. Union of Soviet Socialist Republics.
33. Other European countries.
34. Canada.
35. United States of America.
36. Central America.
37. South America.
38. All other countries.

540. *Commodities carried in Coastal Trade by Non-Indian Ships*.—The Directorate-General of Shipping should maintain tonnages of the commodities which are carried in the coastal trade by ships of non-Indian flags. These figures should be shown separately in the monthly bulletin, which should be published by the Directorate in its monthly Bulletin. (Para. 438.)

541. *Tonnages of Commodities Imported & Exported*.—The ports should send a monthly statement giving separate figures of the tonnages of commodities, imported and exported, broken up into "by steamer" and "by sailing vessel", in coastal and foreign trade to the Directorate-General of Shipping (Central Agency) and the Directorate-General should compile and publish the figures on an all-India basis in its monthly Bulletin. (Paras. 439 & 486.)

542. *Linewise and Agentwise Statements*.—The ports should send separately monthly statements of the tonnages, of imports and exports, brought or carried by different shipping companies as well as by the shipping companies under different agencies, to the Directorate General of Shipping (Central Agency) and the Directorate-General should compile and publish the figures on an all-India basis in its monthly Bulletin. (Paras. 440 & 486.)

543. *Flagwise Statements*.—The ports should send monthly flag-wise statements, showing the total number of vessels, total tonnages of imports and exports brought or carried by each flag, broken up into coastal and foreign, to the Directorate-General of Shipping (Central Agency) and the Directorate-General should compile and publish the same on an all-India basis in its monthly Bulletin. (Paras. 441 & 486.)

544. *Same Bottom Cargo not discharged in India & Transhipment Cargo*.—The Port should send monthly statements showing particulars of total tonnage of transhipment cargo at every port and the particulars of the same bottom cargo not to be discharged at any port in India only at the first port of call of the vessel, to the Directorate-General of Shipping (Central Agency) and the Directorate-General shall compile and publish the same on an all-India basis in its monthly Bulletin. (Paras. 442 & 486.)

545. *Dry Cargo Vessels & Tankers*.—The ports, where tankers call, should furnish a monthly statement showing number of dry cargo vessels and tankers and total tonnages of imports and exports carried by them to the Directorate-General of Shipping and that the Directorate should compile and publish the same on an all-India basis in its monthly Bulletin. (Paras. 443 & 486.)

Shipping Statistics :

546. *Standard Definitions for certain Statistical Terms.*—The following statistical terms should be defined as under. (Para. 454.)

- (1) *Coastal Ports.*—All ports lying on the coast of Indian Union, together with the ports within the French and Portuguese territories in India.
- (2) *Foreign Ports.*—Ports other than the Coastal Ports, as defined above.
- (3) *Coastal Cargo.*—Any cargo imported into a port of India from any other Indian coastal port or any cargo exported from a port in India to another Indian coastal port.
- (4) *Foreign Cargo.*—Any cargo imported into a port of India from a port other than an Indian Coastal port or any cargo exported from a port of India to a port other than a Coastal Port of India.
- (5) *Coastal Trade.*—Import or export trade at an Indian Port with another Indian Coastal Port.
- (6) *Foreign Trade.*—Import or export trade at an Indian port with a port other than an Indian Coastal Port.
- (7) *Arrivals & Departures.*—Every port will show the number and net registered tonnages of vessels arrived and departed—Irrespective of the fact whether it was running in the Coastal or Foreign Trade.
- (8) *Entries and Clearances in Foreign Trade.*—A vessel will be treated as entered in foreign trade, when it arrives from a foreign port, at the first port in India. Similarly, a vessel will be treated as cleared in foreign trade, when it leaves for a foreign port at the last port in India. If, however, the vessel carries no cargo, it will be shown as entered in foreign trade in ballast at the first port in India and cleared in foreign trade in ballast at the last port in India.
- (9) *Arrivals & Departures in Coasting Trade.*—Vessels engaged in exclusively coastal trade will be recorded as Arrivals & Departures in Coasting Trade. There will be no such items as entries and clearances in Coasting Trade.

547. *Shipping Statistics to be maintained by Ports.*—The ports should maintain figures showing number and N.R.T. of all vessels, steamers and sailing vessels separately, with cargo and in ballast, arrived and departed for their own use. (Para. 460.)

548. *Essential Items in Arrival and Departure Reports.*—Every vessel should submit an "Arrival Report" when it arrives at a port and "Departure Report" when it leaves a port to the Port authorities at all the ports, major and minor. While it will be competent for each port to have its own Arrival and Departure Report forms, each of such forms must contain the following essential items for the collection of shipping and passenger statistics by the Ports themselves. (Para. 227.)

Arrival Report :—

- (1) Name of the vessel
- (2) Name of the Master

- (3) Name of the Agents or Charterers
- (4) Name of the Line
- (5) Nationality of the Flag
- (6) Gross Registered Tonnage
- (7) Net registered Tonnage
- (8) Name of the first Port the vessel left on voyage
- (9) Names of the intermediate Ports and the last Port the vessel left
- (10) Whether the vessel is carrying any cargo or arrived in ballast
- (11) If carrying cargo, approximate deadweight tonnage of cargo carried for discharge at the Port.

From	...	Tons.	...
From	...	Tons.	...
From	...	Tons.	...
From	...	Tons.	...

- (12) Approximate deadweight tonnage of the cargo which the vessel is carrying but will not discharge at any Indian port

From.....to..... Tons.

- (13) If carrying passengers, number of passengers :

Saloon
Total
Unberthed
Embarked from

- (14) If carrying mails, number of packages and deadweight tonnage.

Departure Report :—

- (1) Name of the vessel
- (2) Name of the Master
- (3) Name of the Agents or Charterers
- (4) Name of the Line
- (5) Nationality of Flag
- (6) Net and Gross Registered Tonnage
- (7) Whether leaving with cargo or in ballast
- (8) If leaving with cargo, deadweight tonnage or cargo and the name of the port of destination.

Tonnage	...	Port	...
Tonnage	...	Port	...
Tonnage	...	Port	...
Tonnage	...	Port	...

- (9) Next Port of Call
- (10) Final Port of Call
- (11) Intermediate Ports of Call

- (12) If carrying passengers embarked from the port (separately for each port of disembarkation) number of passengers :

Saloon
Unberthed
Total
Port of disembarkation

- (13) If carrying passengers not embarked at the port, number of passengers :

Saloon
Deck
Total
Port of disembarkation

- (14) If carrying mails, number of packages, and approximate tonnage.

549. *Basic Documents for Shipping Statistics in case of Sailing Vessels.*—The basic documents for ports for collecting Shipping Statistics in respect of sailing vessels should be the Arrival and Departure reports which the sailing vessels must submit to the Ports. (Para. 229.)

550. *Shipping Statistics to be Maintained by Customs and sent to D.G. Shipping.*—The Customs Authorities should maintain the following shipping statistics :—

- (i) Figures showing number and N.R.T. of vessels, steamers and sailing vessels separately with cargo and in ballast entered and cleared in foreign trade. The figures should be maintained both regionwise and Flagwise as at present.
- (ii) Figures showing number and N.R.T. of vessels, steamers and sailing vessels separately with cargo and in ballast arrived and departed in coasting trade.
- (iii) Figures showing number and N.R.T. of all vessels, steamers and sailing vessels separately with cargo and in ballast, arrived at or departed from a port.

The Customs Authorities should send these figures monthly and annually to the Directorate-General of Shipping (Central Agency) and the Directorate-General should compile and publish the figures on an all-India basis in its bulletin. The Director-General of Shipping in consultation with the Customs Authorities should examine the existing forms and registers kept by the Customs for recording shipping statistics and make suitable modifications and introduce such new form as may be found necessary. (Paras. 457, 458, 459, 492.)

551. *Classification of Ships According to Flags.*—The present system of classification of ships as "Indian", "British" and "Foreign" for the purposes of maintenance of shipping statistics by the Customs authorities has been examined. In future there should be two broad classifications, viz., "Indian" and "Non-Indian". The non-Indian ships will be again broken up into different flags. (Para. 461.)

Passenger Statistics:

552. *Passenger Statistics to be maintained by Ports.*—Every port should maintain figures showing the total number of passengers, according to regions of travel broken up into Saloon and Deck, but the

ports which are maintaining more detailed statistics at present should continue to do so. (Para. 463.)

553. *Basic documents for passenger statistics to be maintained by Ports.*—Every vessel should submit an Arrival Report when it arrives at a port and a Departure Report when it leaves a port, to the Port Authorities at all Ports, Major and Minor. While it will be competent for each port to have its own Arrival and Departure Report Forms, each of such forms must contain certain essential items already mentioned in para. 618, for the collection of shipping and passenger statistics. (Para. 227.)

554. *Basic Documents for Statistics of Passengers by sailing vessels.*—The basic documents for the ports to collect statistics of passengers arriving or departing by sailing vessels should be the Arrival and Departure Reports. (Para. 229.)

555. *How Passenger Statistics in Foreign Trade to be maintained.*—As more detailed information about passengers, than what is maintained by ports, is necessary, the statistics of passengers leaving India or arriving in India from abroad should contain information about class of travel, sex, age, nationality, region, profession or calling and the object and duration of visit of the passengers. (Para. 464.)

556. *How Passenger Statistics in Coastal Trade to be Maintained.*—In case of passengers in the coastal traffic, only the total number of passengers, broken up into Saloon and Deck, from one port to another should be maintained. (Para. 465.)

557. *Shipping Companies to furnish statements for passengers.*—Information in regard to passengers entering or leaving India should be collected from the shipping companies. (Para. 466.)

558. *Returns to be submitted by Ships in case of Passengers in Foreign Trade.*—Every ship arriving from abroad at an Indian port with passengers, or leaving for foreign ports with passengers from an Indian port, should furnish to the Directorate-General of Shipping (Central Agency), through the Port authorities, immediately after arrival of the ship and before the departure of the ship, lists of passengers, one for passengers disembarking, and another for passengers embarking, in accordance with the forms given in Appendix XXV and Appendix XXVI respectively. The Directorate-General should compile and publish the figures, on an all-India basis, in its monthly bulletin. (Paras. 467 and 493.)

559. *Returns to be submitted by Shipping Companies in case of Passengers in Coastal Trade.*—Every shipping company, licenced to carry passengers in the coastal traffic, should send, for each of its Lines, a monthly statement in the form shown in Appendix XXVII, to the Directorate-General of Shipping and the Directorate-General should compile and publish the figures, on an all-India basis, in its monthly bulletin. (Paras. 468 and 493.)

Other statistics to be maintained by ports and published by the Directorate-General of Shipping :

560. *Turn Round of Ships.*—The reports of the turn-round of ships should be furnished once in every 3 months, by the ports to the

Directorate-General of Shipping (Central Agency) and the Directorate-General should publish the reports once every 3 months in its bulletin. (Paras. 471 and 487.)

561. *Port Facilities, etc.*—Every port should send an annual statement to the Directorate-General of Shipping (Central Agency) giving full particulars of the facilities available at that port, such as berths, jetties, docks, cranes, transit sheds, warehouses, facilities for supply of water, bunkering, flotilla for manoeuvring ships, other flotilla, dry docks, etc. The Directorate-General should compile the same, on an all-India basis, and publish it once every three years in its bulletin. (Paras. 472 and 488.)

562. *Officers Handling Ships at Ports.*—Every port should send an annual statement to the Directorate-General of Shipping (Central Agency) giving the strength of the different categories of Officers at the Ports who handle ships. The Directorate-General should compile these figures on an all-India basis and publish the same once a year in its bulletin. (Paras. 473 and 489.)

Labour Statistics :

563. Every port should submit an annual report to the Directorate-General giving a broad picture of the output of labour in handling cargo and the cost which the port incurs in doing so. The report should also give particulars of the average number of the port labour employed under the different services which the port renders to trade and shipping. The Directorate-General should publish the reports on an all-India basis once a year. (Paras. 474 and 490.)

Statistics maintained are to be maintained by the Directorate-General of Shipping :

564. *Register of Indian Ships.*—The Register of Indian Ships, at present maintained by the Directorate-General of Shipping, should be amplified (as shown in para. 321) so that further details might be kept. The particulars shown in this Register should be published annually in the Directorate-General's bulletin. (Paras. 321, 324 and 494.)

565. *Register of Sailing Vessels.*—A separate Register should be maintained by the Directorate-General of Shipping for sailing vessels. (The suggested columns of this register have been shown in para. 322). The particulars given in this register should be published annually in the Directorate-General's bulletin. (Paras. 322, 324, and 494.)

566. *Casualty Register.*—The "Casualty Register" at present maintained by the Directorate-General of Shipping should be amplified as shown in para. 327.

567. *Register of Sea Personnel.*—The Directorate-General of Shipping should maintain a monthly register showing the position of the Executive and Engineering Officers and the crew employed by Indian Shipping Companies in a certain form as shown in para. 362. The particulars shown in this register should be published annually in the Directorate-General's bulletin. (Paras. 345 and 494.)

568. *Losses and Gains of Sea Personnel.*—The figures in respect of gains and losses of Officers and Ratings of the Indian Merchant Navy should be collected and maintained, in accordance with the form shown in Appendix XVII and such statistics should be published in the Directorate-General of Shipping bulletin monthly. (Para. 346.)

569. *Register of Indian Shipping Companies.*—The Directorate-General of Shipping should maintain a register showing information about the Indian Shipping companies under certain heads. (Para 352.)

570. *Construction and Launching of ship.*—The Directorate-General of Shipping should collect information of ships constructed, launched and under construction in India, every quarter, and should publish the same on an all-India basis once every three months, in its bulletin. (Paras. 475 and 495.)

571. *Vessels laid up or under repairs.*—The Directorate-General of Shipping should collect particulars about Indian Ships laid up or under repairs and should compile and publish, on an all-India basis, these figures every month in its bulletin. (Paras. 476 and 495.)

572. *Training Institution for Sea personnel.*—The Directorate-General of Shipping should collect information in regard to the training institutions for training sea personnel that exist in India and those that may come into existence in future and should also compile information on an all-India basis in regard to the cadets, officers and seamen, trained by such institutions. The particulars should be published on an all-India basis by the Directorate-General once a year in its bulletin. (Paras. 477 and 495.)

Further statutory powers necessary for the following :

573. *For passenger Statistics in the foreign trade.*—As regards the statistics in respect of Passengers arriving from or leaving for foreign countries, which would have to be collected by the Directorate-General of Shipping from Returns shown in Appendices XXV, and XXVI, to be submitted by all Shipping Companies, the Government should obtain the opinion of the Ministry of Law whether the Collection of Statistics Act, 1953, provides for the necessary statutory powers. If the reply is in the negative, the Government should enact necessary legislation, as early as possible. The Government should also provide for the required statutory powers when the Indian Merchant Shipping Act is revised. (Para. 515.)

General :

574. *Inception of an office similar to the Statistics and Special Studies Office in U.S.A.*—Both the Government and the Directorate-General of Shipping should carefully examine whether a Statistics and Special Studies Office similar to that in U.S.A., would not be useful in the study of the problems connected with our Maritime Industries (Para. 428.)

575. *New Staff at the Ports for additional Statistics.*—The collection of the Statistics, which the Ports have been recommended to maintain, is in the interest of the Ports themselves and as such the Port Authorities and the respective State Governments should provide for the necessary staff. Whatever the additional expenditure might be, it should be incurred. (Para. 497.)

576. *Setting up and manning of the Statistical Branch in the Directorate-General of Shipping.*—The Statistical Branch to be set up in the Directorate-General of Shipping for collecting, compiling and publishing all the statistics recommended by the Committee, should be manned by adequate, properly trained and competent staff and should be headed by a Competent Senior Statistician. (Para. 498.)

577. *Employment of system for Mechanisation of Statistics.*—Considering the range, volume and variety of the Statistical work that the Committee's proposals entail, the mechanised system should be introduced in the Statistical branch to be set up in the office of the Directorate-General of Shipping. (Para. 499.)

578. *Statement showing the manner of collection and publication of Statistics on an all-India basis.*—A statement showing the nature of the statistics, the names of the Collecting Agency, furnishing agency, the manner in which such statistics are to be furnished, the names of Agency for compilation and publication and the manner of publication of such statistics, as recommended by the Committee has been given in a tabular form at the end of Chapter XIII.



सत्यमेव जयते

CHAPTER XVI

ACKNOWLEDGMENTS

579. We are indebted to the Ministries of the Central Government, the departments of the State Governments, the Collectors of Customs at Bombay, Calcutta, and Madras, and other officers of the Customs at different ports, the Chairman of the Commissioners for the Port of Calcutta, the Chairman of the Bombay and the Madras Port Trusts, the Administrative Officers of the Ports of Cochin and Vishakhapatnam, and the Development Commissioner of the Port of Kandla, for the trouble they have taken in responding to our questionnaire and elucidating the various points arising therefrom during our interviews with them.

580. We are grateful to the Chairman of the Stores Purchase Committee for the interviews we had with them.

581. We are obliged to the Directorate-General of Shipping, the Protector of Emigrants and the Port Health Officer, Bombay, and the officers of the foreign Missions in Delhi and Bombay, for the useful information and guidance which they gave us during the interviews which we had with them.

582. We have also to express our thanks to the officers of the Balance of Payment and Exchange Control Divisions of the Reserve Bank for the interviews we had with them and the letters which they addressed and the notes which they sent in connection with some of the important terms of reference of our Committee.

583. We must also convey our grateful thanks to Our High Commissions and Embassies in foreign countries for the great trouble they have taken in carrying on extensive correspondence with us and for supplying us with very useful and interesting information in connection with the subject of our enquiry.

584. We must also extend our very warm thanks to the Indian National Steamship Owner's Association, the Chairman of the India Steamship Company Limited, the Chairman of the Scindia Steam Navigation Company, Limited, and the Chairman of the Eastern Shipping Corporation Limited, for the very useful information which they gave us in connection with our work.

585. We have also to tender our warm thanks to the Chairman of the Bahr Beherand and Company, Liverpool, the Vice-President and Director-General (Europe), American Export Lines Inc., and the Chairman of the United States Navigation Company, Inc., New York, for the very interesting information and useful material which they supplied to us in connection with the problem with which we had to deal.

586. It was very considerate of the Indian Merchants' Chamber, Bombay, to allow us to work and meet in their office all throughout the period of our enquiry. It was indeed very courteous on the part of their officers and staff to give us all possible facilities and help in

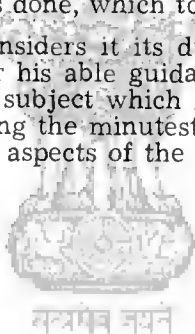
carrying out our work. We hereby convey our warmest thanks to the Chamber, their Officers and staff for all the facilities that they have given us in enabling us to do our work.

587. We are also grateful to the Chairman and Commissioners for the Port of Calcutta for placing at our disposal the uninterrupted services of our Member-Secretary, Shri Guha, for the last twelve months.

588. We are also deeply indebted to Shri D. K. Guha, Member-Secretary of our Committee, for all that he has done for us. The strenuous work which he has put forth with a rare spirit of cheerfulness and devotion to duty all throughout our enquiry, in preparing the material and gathering the data necessary for our task, the tact, patience and judgment with which he has dealt with several problems that came before us the ability and insight with which he has analysed the material and information which we have received in preparing the several statements attached to our Report, and the time and energy which he has spent, and the efficiency and thoroughness with which he has prepared our Report, have greatly lightened our labours. He has done a highly creditable piece of work which has won the appreciation of all of us and it gives us great pleasure in hereby putting on record our warm and grateful thanks to him for all the work that he has done, which to him was labour of love.

589. The Committee considers it its duty to express its grateful thanks to the Chairman for his able guidance and his absorbing and enthusiastic interest in the subject which impelled him to take upon himself the task of mastering the minutest details and personally investigating, on the spot, all aspects of the problem in various organizations concerned.

BOMBAY,
17th July 1954.



M. A. MASTER,
Chairman.

S. N. HAJI,
Member.

C. R. B. MENON,
Member.

P. R. SUBRAMANIAM,
Member.

B. RAMAMURTI,
Member.

L. H. CORNISH,
Member.

B. B. GUJRAL,
Member.

D. K. GUHA,
Member-Secretary.

PART II—APPENDICES



सत्यमेव जयते



सत्यमेव जयते

APPENDIX I

LETTERS CONSIDERED AT THE FIRST MEETING IN CONNECTION WITH THE QUESTION OF MODIFICATION AND AMPLIFICATION OF THE ORIGINAL TERMS OF REFERENCE

(1)

Extract from D.O. letter dated the 30th May, 1953 from the Chairman to Shri C. Parthasarathy, Ministry of Transport.

I may have to submit some suggestions in regard to the Terms of Reference after I have discussed with my colleagues when we meet. In the meantime, from a letter which I have received from the Deputy Minister of Transport & Railways, I gather that this Committee is expected to deal with the question of statistics relating to cargo imported into or exported from India under the ownership and/or control of the Central and the State Governments, and the amount of freight paid thereon. I presume that that subject will be covered by the words "Having regard to the needs of Government", in sub-clause (iii) of para. (2) of your official letter.

(2)

Extract from D.O. letter No. 7-PII(21)/51, dated the 19th June, 1953 from Shri C. Parthasarathy, Ministry of Transport, to the Chairman

I am to confirm that the Committee will have to deal with the question of statistics relating to cargo imported into or exported from India under the ownership and/or control of the Central or State Governments and the amount of freight paid thereon. Similarly, the compilation of statistics regarding the share of Indian Shipping Companies in the import and export trades will also have to be covered by the Committee. That is why the terms of reference have been put in fairly wide terms.

(3)

Extract from D.O. letter, dated the 24th June, 1953, from the Chairman to Shri C. Parthasarathy, Ministry of Transport.

There is, however, one important point which I must bring to your notice. In the letter which Shri Alagesan, Deputy Minister of Transport and Railways, addressed to Dr. Lanka Sundaram, dated the 11th May, 1953—a copy of which was forwarded to me by Shri Alagesan—he has stated as follows :

- (4) The desirability of information being collected about the quantities of cargo carried in the overseas trade and total freight payments involved.

I have already mentioned about the Committee which is being set up as a result of the recommendations of the National Harbour Board to go into the whole question of collecting and maintaining trade and freight statistics in a proper and co-ordinated way.

I shall, therefore, thank you to confirm that the question of collecting information regarding the quantities of cargo carried by all in the overseas trades and the amount of freight payable thereon, is covered by our terms of reference.

(4)

Extract from D.O. letter No. 7-PII(21)/51, dated the 29th June 1953 from Shri C. Parthasarathy, Ministry of Transport to the Chairman.

I am to confirm that the question of the desirability of collecting information regarding the quantities of cargo carried by all in the Overseas Trades and the amount of freight payable thereon, may be covered by the Committee. The Committee will not, of course, proceed to collect information themselves at this stage, but will only recommend the type of information to be collected and the machinery for its collection.

(5)

Copy of letter No. 4-CD(5)/53, dated 15-7-1953 from the Director-General of Shipping, Bombay, to the Chairman.

I have the honour to forward herewith for your information a copy of the under-noted papers regarding the question of amendment of the terms of reference of the Shipping Statistics Committee.

1. D.O. letter dated the 7th July, 1953 from the Indian National Steamship Owners' Association, Bombay.
2. D.O. letter No. 41-MS(5)/52 dated the 11th July 1953, from Shri S. K. Ghosh.

2. It is requested that the matter may be placed before the first meeting of the Committee and this office informed of their views whether and how the terms of reference should be amplified or amended.

(6)

Copy of D.O. letter dated the 7th July 1953, from Shri S. K. Aiyer of the Indian National Steamship Owners' Association, Bombay, to Shri P. R. Subramaniam, Deputy Director-General of Shipping, Bombay.

Statistics Committee

With reference to your letter No. 4-CD(5)/53 dated the 23rd June, regarding the terms of reference of the Statistics Committee, it is presumed that the Committee have power to examine not only the statistics collected and maintained in the port administrative offices at the various major and minor ports but also the manifests and other statistics maintained in the customs offices at each of these ports with a view to collecting information regarding values of and freights paid on India's imports and exports separately by foreign and Indian vessels. It is also presumed that the Committee have power to examine the nature and presentation of shipping statistics compiled and made available to shipping companies in foreign countries. If these presumptions are not correct, then these two points may be specifically included in the terms of reference of the Statistics Committee.

(7)

Copy of D.O. letter No. 41-MS. (5)/52 dated 11th July 1953, from Shri S. K. Ghosh, Ministry of Transport, Government of India, to Shri P. R. Subramaniam, Deputy Director-General of Shipping, Bombay

SUBJECT :—Shipping Statistics Committee—Amendment of the terms of Reference

Please refer to the correspondence on the subject noted above resting with your D.O. No. 4-CD (5)/53 dated the 9th July, 1953. In view of the position explained by you in your U.O. Note, dated the 1st July, 1952, this Ministry agree that the question whether the terms of reference of the Committee require to be amended or not may be left over to be discussed by the Committee itself at its first meeting in the first instance. The matter may then be decided by the Government after due consideration of the recommendations of the Committee, if any.

APPENDIX II

LETTERS EXCHANGED BETWEEN THE COMMITTEE AND THE MINISTRY OF TRANSPORT ON THE TERMS OF REFERENCE OF THE COMMITTEE.

Copy of the letter No. P&S/St./Com. 5/53 dated the 19th August 1953, from the Member-Secretary to the Secretary to the Government of India, Ministry of Transport.

I am directed by the Committee to inform you that they have examined, as required by you, at their meetings held here on the 17th, 18th and the 19th instant, the points raised in regard to the terms of reference in the letter addressed to them by the Director-General of Shipping, Bombay, dated the 15th July, together with the enclosures mentioned therein (copies of which are enclosed for ready reference) and have now to offer the following observations for your careful consideration.

With reference to the point raised by the Indian National Steamship Owners' Association, in their letter dated the 7th July, to the Deputy Director-General of Shipping, "whether the Committee have power to examine not only the statistics collected and maintained in the port administrative offices at the various major and minor ports, but also the manifests and other statistics maintained in the customs offices at each of these ports with a view to collecting information regarding the values of and freight paid on India's imports and exports separately by foreign and Indian vessels", the Committee are of the opinion that they have got the right to call for all such information, papers, documents, reports, etc. and to examine all such witnesses as may be necessary for their enquiry from all Port Trusts, all Customs Collectories, all maritime States, and from all other Government organizations as may be maintaining or concerned with statistics referred to in their terms of reference. In case, the Committee experience any difficulty in this connection, they would, no doubt, write to you on the subject and seek help from you in the matter.

As regards the second point mentioned in the letter of the Indian National Steamship Owners' Association, the Committee are of the opinion that it would help them in their deliberations if the reports indicating the nature and extent of the compilation, maintenance and publication of port and shipping statistics and the organizational arrangement for the same in such progressive countries as the United Kingdom, the United States of America, etc., were obtained from the Governments of these countries.

The Committee consider it necessary that they should know the nature and extent of the shipping statistics that are collected, maintained and published by the Government of India and the State Governments. They would, therefore, like that point to be included in their terms of reference.

The Committee had before them the clarification made by Shri C. Parthasarathy, Under Secretary to the Government of India, Ministry of Transport, in his letter to the Chairman of the Committee, in regard to the points that should be included in the terms of reference.

The Committee, after taking into consideration all the points mentioned in the above paragraphs, would recommend to the Government, for their consideration, that that portion of their letter No. 7-P-II(21)/51, dated the 7th May, 1953, which deals with the terms of reference of the Committee, may be revised as follows :—

I am directed to say that, in pursuance of the recommendations contained in sub-item (6) of item 1 of the proceedings of the third meeting of the National Harbour Board, held at Cochin on the 24th December, 1952, the Government of India have decided to constitute a Committee to examine the question of collection, maintenance and publication of port and shipping statistics.

The terms of reference of the Committee will be as under :—

I. To examine and report :—

(a) On port and shipping statistics that are already being collected and maintained in major and minor ports.

- (b) The extent to which such statistics are being published either by Central or State Governments, or Port authorities, and whether there is any duplication of effort.
 - (c) On shipping statistics that are collected, maintained and published by the Government of India and State Governments.
- II. The Committee shall examine the existing system of collection, maintenance and publication of port and shipping statistics, in all its aspects, and make recommendations—
- (a) as to what measures should be taken for collecting information regarding the cargo carried by all shipping companies in the coastal and overseas trades and the amount of freight payable thereon;
 - (b) as to what measures should be taken for collecting information in regard to the nature and quantity of cargo to be imported into India or to be exported from India, which may be under the ownership and/or control of the Central or the State Governments, or local authority, and the amount of freight that may be paid thereon;
 - (c) as to what measures should be taken for collecting further statistics in regard to ports and coastal and ocean-going shipping, with particular reference to the needs of Government, the trade and international agencies, and the shipping industry;
 - (d) in regard to the agencies that should collect and compile the statistics mentioned in (a), (b) and (c) above;
 - (e) in regard to the publication of the material referred to in (a), (b) and (c) above, and the manner of its publication;
 - (f) as to what further statutory powers will be necessary for giving effect to their recommendations.

In making their recommendations, the Committee may take into consideration the nature and extent of the collection, maintenance and publication of port and shipping statistics, in such leading maritime countries as the United Kingdom, the United States of America, Japan, Germany, Norway, Italy, Holland, Belgium and France.

The Committee will feel grateful if Government would be pleased to give their earnest consideration to the points mentioned in this communication and communicate their decision to the Committee at as early a date as possible. It will be appreciated that as the Committee have already begun their deliberations, the final decision of the Government in regard to the terms of reference should be before them without any further delay.

(2)

Copy of the letter No. P&S/St./Com. 6/53(2), dated the 19th August 1953 from the Member-Secretary to the Secretary to the Government of India, Ministry of Transport.

SUBJECT :—Port and Shipping Statistics Committee—Examination of statistics maintained in foreign countries

I have been directed to inform you that the Committee are of the opinion that it would help them in their deliberations if the Reports indicating the nature and extent of the compilation, maintenance and publication of Port and Shipping Statistics and the organizational arrangements for the same in such progressive countries, as the United Kingdom, the United States of America, Japan, Germany, Norway, Italy, Holland, Belgium and France were obtained from the Governments of those countries. The Committee, have therefore, as mentioned in a separate letter, requested you to include that item in their terms of reference.

The Committee hope that this item will be included in their terms of reference. In case, this is included in the terms of reference, as may be finally settled by Government, the Committee propose to write to the High Commissioners, Ambassadors or other representatives of India, holding similar position in these countries, requesting them to secure such information from the Governments of the countries concerned.

The Committee will be grateful if you will be good enough to confirm that the procedure thus outlined is in order.

(3)

Copy of letter No. 7PII(21)/51, dated 23rd September 1953 from the Deputy Secretary to the Government of India, Ministry of Transport, to the Member-Secretary, Port & Shipping Statistics Committee.

SUBJECT :—Terms of Reference of the Port and Shipping Statistics Committee.

I am directed to refer to your letter No. P&S/St/Com.5/53 dated the 19th August, 1953, on the above subject, and to convey the approval of the Government of India to the modifications suggested therein, in regard to the terms of reference of the Committee.

(4)

Copy of letter No. 7-PII (21)/51 dated 28th September 1953 from the Deputy Secretary to the Government of India, Ministry of Transport, to the Member-Secretary Port and Shipping Statistics Committee

SUBJECT :—Port and Shipping Statistics Committee—Examination of Statistics maintained in foreign countries

In continuation of this Ministry letter No. 7PII(21)/51, dated 23rd September, 1953, on the above-noted subject, I am directed to inform that the Government of India have no objection to the Committee's obtaining such information as was indicated in your letter No. P&S/St/Com. 6/53, dated the 19th August 1953, through Indian Government Representatives in those countries.



सत्यमेव जयते

APPENDIX III—QUESTIONNAIRE

LETTER SENT TO THE MAJOR PORTS

PORT AND SHIPPING STATISTICS COMMITTEE

No. P&S/St Com. 15.

C/o SHRI M. A. MASTER, B.A., LLB..

RAJ MAHAL, JUHU, BOMBAY-23.

Dated the 8th September 1953.

FROM

Shir D. K. Guha,
Member-Secretary,
Port & Shipping Statistics Committee,
Bombay.

TO

1. The Chairman, Calcutta Port Commissioners.
2. The Chairman, Bombay Port Trust.
3. The Chairman, Madras Port Trust.
4. The Administrative Officer, Visakhapatnam Port.
5. The Administrative Officer, Cochin Port.
6. The Development Commissioner, Port of Kandla.

Sir,

I am directed by the Port and Shipping Statistics Committee, appointed by the Government of India, to inform you that two of their Terms of Reference read as under :—

- (1) The type of Port and Shipping Statistics that is already being collected and maintained in major ports.
- (2) The extent to which such statistics are being published either by Government Departments or Port Authorities and whether there is any duplication of effort.

With a view to obtain the necessary information in regard to the points involved in these Terms of Reference and to enable the Committee to make their recommendations in connection therewith, I have been directed to forward to you the questionnaire which the Committee have prepared on this subject.

The questionnaire is divided into two parts—'A' and 'B'. The questions included in Part 'A' arise out of the Terms of Reference already mentioned above.

The Committee will be grateful, if you will kindly send to them detailed answers to the questionnaire enclosed herein, together with such forms and statements as may be relevant in connection therewith at an early date.

The third Term of Reference of the Committee reads as follows :—

Having regard to the needs of Government, the Trade and the International agencies, what further statistics should be collected in regard to the ports and coastal and ocean-going shipping ; the agency for collection and compilation ; the material that should be published and the manner of publication.

The Committee has been further instructed that they should deal with the "question of statistics relating to cargo imported into or exported from India under the ownership and/or control of the Central or State Governments

and the amount of freight paid thereon". They have also been asked to cover the question of "collecting information regarding the quantities of cargo carried by all in the overseas trades and the amount of freight payable thereon".

With a view to ensure the compilation and maintenance of additional statistics that would be needed for meeting the requirements of the other Terms of Reference mentioned in para. (4), I have been asked to invite your attention to the items mentioned in part "B". The Committee will be obliged if you will kindly give the part of the questionnaire your very earnest and serious consideration, and send a detailed reply to the Committee as to how you propose to compile and maintain statistics as required under Forms 'C', 'D', 'E' and 'F'.

As the Committee have to submit their Report at an early date, they will be particularly thankful to you, if you will kindly send your detailed reply to this communication by or before the 10th of October.

Yours faithfully,

(Sd.) D. K. GUHA,

Member-Secretary,

Port & Shipping Statistics Committee.

QUESTIONNAIRE TO BE ANSWERED BY MAJOR PORTS

A

What Port and Shipping statistics are being collected and maintained by your Port in regard to the following?

I. Cargo and Passenger :

- (a) Commodities and tonnage of cargo imported—Coastal Trade.
- (b) Commodities and tonnage of cargo imported—Foreign Trade.
- (c) Commodities and tonnage of cargo exported—Coastal Trade.
- (d) Commodities and tonnage of cargo exported—Foreign Trade.
- (e) Commodities and tonnage of cargo transhipped—Coastal Trade.
- (f) Commodities and tonnage of cargo transhipped—Foreign Trade.
- (g) Passenger traffic (separate figures for first, second and deck)—Coastal Trade.
- (h) Passenger traffic separate figures for first, second and deck)—Foreign Trade.

II. Tonnage and number of ships :

- (a) Tonnage and number of ships that entered with cargo—Coastal Trade.
- (b) Tonnage and number of ships that entered with cargo—Foreign Trade.
- (c) Tonnage and number of ships that entered in ballast—Coastal Trade.
- (d) Tonnage and number of ships that entered in ballast—Foreign Trade.
- (e) Tonnage and number of ships that cleared with cargo—Coastal Trade.
- (f) Tonnage and number of ships that cleared with cargo—Foreign Trade.
- (g) Tonnage and number of ships that cleared in ballast—Coastal Trade.
- (h) Tonnage and number of ships that cleared in ballast—Foreign Trade.

III. Number of ships of different flags with their tonnage and the quantity of cargo carried by them :

- (a) Number of tonnage of ships of different flags that entered the port with the aggregate quantity of cargo unloaded and the number of passengers (separate for the first, second and deck) disembarked by them—Coastal Trade.
- (b) Number and tonnage of ships of different flags that cleared the port with the aggregate quantity of cargo loaded and the number of passengers (separate figures for the first, second and deck) embarked by them—Coastal Trade.

(c) Number and tonnage of ships of different flags that entered the port with the aggregate quantity of cargo unloaded and the number of passengers (separate figures for the first, second and deck) disembarked by them—Foreign Trade.

(d) Number and tonnage of ships of different flags that cleared the port with the aggregate quantity of cargo loaded and the number of passengers (separate figures for the first, second and deck) embarked by them—Foreign Trade.

IV. *Shipping Lines with the total quantity of cargo loaded and unloaded and the total number of passengers embarked and disembarked by them :*

(a) Number of ships of different Shipping Lines together with the quantity of cargo unloaded and the number of passengers (separate figures for the first, second and deck) disembarked by them—Coastal Trade.

(b) Number of ships of different Shipping Lines together with the quantity of cargo loaded and the number of passengers (separate figures for the first, second and deck) embarked by them—Coastal Trade.

(c) Number of ships of different Shipping Lines together with the quantity of cargo unloaded and the number of passengers (separate figures for the first, second and deck) disembarked by them—Foreign Trade.

(d) Number of ships of different Shipping Lines together with the quantity of cargo loaded and the number of passengers (separate figures for the first, second and deck) embarked by them—Foreign Trade.

V. *Cargo and passengers brought and carried (separately for coastal and overseas trades) by countrycrafts:*

Are separate Statistics compiled and maintained at your Port in regard to :

- (a) Number and tonnage of the countrycrafts entering and clearing your Port?
- (b) Nature of commodities together with their tonnage loaded and unloaded?
- (c) Number of passengers embarked and disembarked ? and
- (d) Number and tonnage of the Flag of the countrycrafts arriving and clearing together with the cargo loaded and unloaded and the passengers embarked and disembarked—separate figures being maintained for the coastal and the overseas trades ?

A detailed note in connection with the nature and the extent of the statistics maintained in regard to the countrycrafts and the manner in which they are maintained should, it is requested, accompany the answer.

VI. *Statistics—Imports and Exports—by dry cargo Vessel and Tankers:*

Are Statistics compiled and maintained by your Port in regard to the imports and exports by dry cargo vessels and by tankers? If so, please give us a note as to the nature of such compilation and the manner and method of compiling these statistics. Kindly let us have a statement giving particulars of such imports and exports separately for dry cargo vessels and by tankers, say, for the year 1952-53.

VII. *Statistics relating to the turn-round of import and export vessels :*

Are statistics compiled giving particulars about the turn-round of each import and export vessel in which the period taken by the vessel in completing her discharge or loading her export together with the period she lies idle are mentioned? If so, a copy of the form in which such statistics are maintained may kindly be furnished.

VIII. *Statistics for Riverine imports and exports :*

Are statistics maintained for cargo brought into or taken away from the Port by river route in Inland Vessels, Countrycrafts, etc.? If so, a copy of the form in which such statistics are maintained may kindly be furnished.

IX. Statistics purely for departmental use:

Please let us know if any special statistics are being compiled and maintained purely for departmental use, that is to say such statistics are neither circulated to the Trustees, nor to anyone outside the Department. If so, please let us know the type and nature of the statistics maintained and forward to us a copy of such statistics together with a note explaining the nature of the statistics thus maintained.

X. Conversion into deadweight tons :

Please let us know how the statistics in packages, gallons, yards, etc., are converted into deadweight tons. If, any standard table containing the scale of conversion is used for this purpose, please let us have a copy of the same offering such comments as you consider necessary for its elucidation. Kindly let us know whether the conversion table used at your port has the approval of the Central Government. Has the Central Government furnished you with any conversion table in this connection? If so, please send us a copy of the same.

XI. Miscellaneous Statistics:

Are any statistics maintained at your port in regard to the following :—

- (a) Number of Light Houses, Light Vessels and other aids to navigation and the places where they are located.
- (b) Number of moorings and buoys in the Port and the Port Approaches.
- (c) Number of Pilot Vessels and the number of Tugs in use.
- (d) Number of Pilots employed at the Port for piloting the vessels—details may be given in regard to the number of Berthing Masters, Loadmen, Harbour Masters, Pilots, Dock Masters, etc., employed at the Port.
- (e) Number of Wireless Stations and Radars in use at the Port .
- (f) Number of Dredgers in use together with the types of Dredgers in service, at the port.
- (g) Number of Survey Vessels.

A note on the subject may kindly be forwarded along with the answers.

XII. Other Statistics :

What other statistics in regard to Port and Shipping are compiled and maintained at your port?

XIII. Basic documents from which statistics are compiled:

What are the basic documents from which the statistics referred to in I to XII are being compiled? Please submit a detailed note in connection with each of the above items comprising I to XII in regard to the basic documents from which they are compiled and the manner and method of their compilation together with the nature of the registers maintained for that purpose. If any of these basic documents are prepared from the Customs, Bills of Entry or Shipping Bills, mention may be made in this note as to the method of preparation of these basic documents from the Customs, Bills of Entry or Shipping Bills, as the case may be, and also whether the Bills of Entry or the Shipping Bills are filed along with such basic documents for checking at the time of submission or subsequent audit. It is also requested that a copy of the forms and registers that are maintained for these statistics be also forwarded to us together with such comments as might give a clear picture of the place of different forms and registers in the maintenance of the statistics at your port. It is of vital importance to have actual copies of the basic documents which are utilized for the compilation of the statistics, and it is, therefore, requested that copies of such basic documents indicating how they are filled up should be forwarded with the reply.

XIV. Periodical Compilation of Statistics:

Please let us have a note giving information as to which statistics are published daily, monthly, quarterly or annually.

XV. Circulation of Statistics :

Please let us know :

- (a) which statistics are circulated to the Trustees of your Port ; and
- (b) are those statistics circulated to individuals, corporations, chambers, press or Government Departments, and if so, which statistics are circulated and to whom?

XVI. Submission of statistics to the Central Government :

Please submit a note giving fullest information in regard to the statistics which are submitted—together with the names of the Ministries of the Central Government to whom they are sent and the periodical intervals at which they are submitted.

XVII. Publication of Statistics :

Please furnish a note giving information in regard to the nature and extent to which Port and Shipping Statistics are published in the Annual Administration Report of your port.

- (a) Please let us know to whom copies of these Annual Administration Reports are forwarded for publication?
- (b) Are these Annual Administration Reports sent to the Central as well to the State Governments?

Please let us know whether the statistics submitted to the various Ministries of the Central Government at periodical intervals and the statistics embodied in the Annual Administration Reports are published either by the Central or by the State Government and if so, how and when they are published and the nature and the extent of their publication. It is requested that if these statistics are published either by the Central Government or the State Government, or by any other party copies of all such publications should be forwarded to us.

B

1. Having regard to the needs of Government, Trade and the Shipping Industries and the obligations undertaken by the Central Government to supply information, as required by the international agencies, and under international conventions, it is essential to compile and maintain additional Port and Shipping Statistics. Co-operation of the Port Trusts and other organisations is vital for this purpose.

2. In the first place the list containing the statistics of the number of commodities, imported and exported, will have to be increased. A comparative statement of the commodities imported and exported for which statistics are maintained at the major ports is enclosed for information. This number will have to be considerably increased. A provisional list giving the nature of the commodities both imports and exports for which statistics will have to be maintained in the future, is attached. This list should not be taken as exhaustive. It is merely indicative.

3. Information is not available in the statistics maintained by the Ports in regard to the important countries from which imports came or to the important countries to which exports were sent. In the forms that are enclosed herein, marked 'C' and 'D', names of the important regions from which imports may come into India and to which exports may be sent from India have been given. Regionwise maintenance of statistics will, therefore, be a new feature in the compilation of statistics by the port. It is, however, understood that one of the major ports maintains such regionwise statistics for its departmental use. It is, therefore, presumed that the compilation and maintenance of such regionwise statistics is a practical proposition.

4. Another new feature which will be observed from the forms 'C', 'D', 'E' and 'F', is the compilation of the figures of the freight payable on the imports and on the exports. This information is required by the Government of India. It is true that such information is not given either in the Shipping Bills or in the Bills of Entry or in the Chappas or Challans with which the Port Trusts have to deal. It is, however, requested that the answer to the question of compiling and maintaining information in regard to the freight payable should be given on the understanding that such information will be made available in the future both on the Shipping Bill and the Bill of Entry and consequently could be included in the Chappas or the Challans, as the case may be.

5. With reference to the information required to be filled in the forms 'E' and 'F' attached herewith, attention is invited to the statistics which are given by the Bombay Port Trust, flagwise, and linewise, copies of which are enclosed for your ready reference. The only additional information which forms 'E' and 'F' require is the filling in of the column of freight payable on imports and freight payable on exports. As stated above, steps might be taken to make such information available on every Shipping Bill or on every Bill of Entry as the case may be, and consequently, information can be embodied in the Chappas or the Challans which are utilised, it is understood, for the preparation of statistics.

6. The Port Trusts are requested to give their careful consideration to the above remarks in answering the question which is set forth below :

7. Will you be able to compile and maintain statistics as required in the forms attached herewith and marked 'C', 'D', 'E' and 'F'?

8. If there is any difficulty that you visualise in the compilation and maintenance of such statistics, kindly let us know what your difficulties are. It is, however, of vital importance to remember that the aim of the Government of India is to promote and to ensure uniformity in the compilation and maintenance of statistics at all the Ports in India. They also consider it necessary to maintain additional statistics for the purpose indicated in paragraphs 1 to 7 above. It is, therefore, proposed that the authorities controlling each of the Ports in India will extend their best co-operation in the fulfilment of the object that is in view.

IMPORTS

(Classification of commodities prepared after consulting Administration Reports of 1951-52 of Calcutta, Bombay, Madras, Cochin and Visakhapatnam; Customs and Director-General of Commercial Intelligence and Statistics' Trade Classification of Imports and Re-exports; and classification of commodities appearing in GIPR Goods Tariff Part 1-A, No. 9, dated 1st January, 1951.)

A

Animals & Livestock.

Air Force Stores.

Arms & Ammunition other than military stores.

B

Ballast of all kinds.

Bamboos.

Boilers.

Building materials other than of iron, steel or wood :

(i) Asphalt, bitumen, dammar and pitch.

(ii) Bricks & tiles.

(iii) Country clay.

(iv) Cement.

(v) Other sorts.

C

Candles, paraffin, wax and tallow.

Chemicals other than medicines and chemical manure:

(i) Calcium carbide.

(ii) Caustic Soda.

(iii) Ammonium Nitrate.

(iv) Other sorts.

China Clay.

Cigarettes and Cigars.

Coal and Coke.

Cocoanuts and Copra.

Coffee.

Coir, including cordage rope and belting.

Cotton :

(i) Raw and waste.

(ii) Twist yarn.

(iii) Piecegoods of cotton and silk.

Cycles.

D

Drugs and medicines.

Dyes.

E

Electrical goods.

F

Firewood.

Fish, wet, dry and salted.

Flour.

Fruits :

(i) Dates, dry and wet.

(ii) Cashewnuts.

(iii) Other Kinds.

Fibres other than Jute and Hemp.

Foodgrains :

(i) Barley.

(ii) Kaoling.

(iii) Milo.

(iv) Rice.

(v) Samolina.

(vi) Wheat.

(vii) Other footgrains.

Furniture.

G

Glassware.

Grass & Fodder.

Grams.

Groundnuts.

Gum of sorts.

H

Hardware.

Hay & straw.

Hemp & Hemp products.

Hides & Skins.

I

J

Jute & jute products :

(i) Raw.

(ii) Gunnies.

(iii) Other kinds.

K**L**

Limestone.

Life Boats, life buoys and life belts.

Locomotives.

M

Manure, oilcakes.

Manure, chemical.

Machineries other than locomotives, and Rly. materials :

(i) Boilers.

(ii) Electrical & Wireless.

(iii) Refrigerating.

(iv) Other kinds.

Metals other than ores :

(a) Iron & Steel :

(i) Pig Iron.

(ii) Steel bars and ingots.

(iii) Manufactured iron and steel.

(b) Other metals and metal products.

N

Nails.

Navy Stores.

O

Oils :

(a) Mineral oil :

(i) Petroleum in bulk.
Petroleum in packed containers.

(ii) Kerosene in bulk.
Kerosene in packed containers.

(iii) Lubricating oil in bulk.
Lubricating oil in packed containers.

(iv) Solvent oil in bulk.
Solvent oil in packed containers.

(v) Turpentine oil in bulk.
Turpentine oil in packed containers.

(vi) Vaporising oil in bulk.
Vaporising oil in packed containers.

(vii) Other kinds of mineral oil in bulk.
Other kinds of mineral oil in packed containers.

(b) Vegetable oil in bulk.
Vegetable oil in packed containers.

(c) Animal oils in bulk.
Animal oils in packed containers.

Oilman stores and provisions.

Ores :

(i) Iron ore.

(ii) Manganese ore.

(iii) Other ores.

P

Paint and varnish.

Plywood including tea chests and shooks.

Q**R**

Rubber, raw.

Rubber, manufactured.

Railway materials :

(i) Locomotives.

(ii) Other kinds.

S

Salt.

Seeds other than cocoanuts and copra :

(i) Castor seed.

(ii) Linseed.

(iii) Rapeseed.

Other seeds.

Soap.

Spices :

(i) Betel nuts.

(ii) Chillies.

(iii) Cloves.

(iv) Ginger.

(v) Pepper.

(vi) Other sorts.

Starch, Dextrine and Ferina.

Stationery including paper :

(i) Paper and pasteboards.

(ii) Old newspaper.

(iii) Other kinds.

Sugar.

Sulphur.

T

Tanning substances :

(i) Myroballan.

(ii) Wattle bark.

(iii) Other sorts.

Tinplate.

Tobacco :

(i) Unmanufactured.

(ii) Manufactured :

(a) Cigars & Cigarettes.

(b) Tobacco for pipes and cigarettes.

(c) Other sorts.

Turmeric.

U**V****W**

Wool, raw.

Wool, manufactured.
Wines & liquors.

X

Y

Z

All other imports.

EXPORTS

(Classification of commodities prepared after consulting Administration Reports of 1951-52 of Calcutta, Bombay, Madras, Cochin and Visakhapatnam; Customs and DCCI's Trade Classification of exports and classification of commodities appearing in GIPR Goods Tariff Part I-A No, 9, dated 1-1-1951.)

A

B

Ballast of all kinds.
Bones & Bone Meal.
Building materials other than iron, steel & wood :

- (i) Cement.
- (ii) Other than cement.

Bunker coal.
Bunker oil.

C

Chemicals & Chemical Preparations, excluding chemical manure and medicines.

Coal and Coke.

Cotton :

- (i) Raw and waste.
- (ii) Twist and yarn.
- (iii) Piecegoods of cotton & silk.

Carpet, including matting.

Coir and Rope.

Cocoanuts.

Coffee.

Chillies.

D

Drugs and medicines :

- (i) Nux Vomica.
- (ii) Quinine and Cinchona bark.
- (iii) Other kinds.

E

Electrical goods.

F

Fibres, other than Jute and Hemp.

Fish.

Flour.

Foodgrains & Pulses :

(a) Foodgrains :

(i) Rice.

(ii) Wheat.

(iii) Barley.

(iv) Other kinds.

(b) Pulses of all kinds.

Furniture.

Fodder.

Fruits and Vegetables :

(i) Cocoanuts.

(ii) Cashewnuts.

(iii) Cashewnuts kernels.

(iv) Tamarind.

(v) Other kinds.

G

Gums of all sorts.

Groundnuts.

Gunnies & Hessian.

Ginger.

Grams.

H

Hardware.

Hemp.

Hides and Skins.

I

J

Jute, raw.

Jute, manufactured :

(i) Gunnies.

(ii) Other products.

K

L

Lac, raw and manufactured.

M

Machineries other than Rly. materials.

Manure, oil cake.

Manure, chemical.

Molasses.

Myrabollam.

Mica.

Military stores.

Metals other than Ores :

(a) Iron & Steel :

(i) Pig Iron.

- (ii) Steel bars and ingots.
- (iii) Manufactured iron & steel.
- (b) Other metals and metal products.

N**O**

Oils :

(a) Mineral oils :

- (i) Petroleum in bulk.
Petroleum in packed containers.
- (ii) Kerosene in bulk.
Kerosene in packed containers.
- (iii) Fuel oil in bulk.
Fuel oil in packed containers.
- (iv) Vaporising oil in bulk.
Vaporising oil in packed containers.
- (v) Turpetine oil in bulk.
Turpentine in packed containers.
- (vi) Solvent oil in bulk.
Solvent oil in packed containers.
- (vii) Lubricating oil in bulk.
Lubricating oil in packed containers.
- (viii) Other kinds of mineral oil in bulk.
Other kinds of mineral oil in packed containers.

- (b) Vegetable oil in bulk.
Vegetable oil in packed containers.

- (c) Animal oil in bulk.
Animal oil in packed containers.

Oil man stores & provisions.

Ores :

- (i) Iron Ore.
- (ii) Manganese Ore.
- (iii) Chrome Ore.
- (iv) Kynite Ore.
- (v) Bauxite Ore.
- (vi) Other Ores.

P

Paint and Varnish.

Plywood, including tea-chests & shooks.

Paper & paste boards.

Q**R**

Railway stores.

Rubber, raw.

Rubber, manufactured.

S

Salt.

Seeds :

- (i) Castor seed.

- (ii) Mustard seed.
- (iii) Moa seed.
- (iv) Linseed.
- (v) Niger seed.
- (vi) Rape seed.
- (vii) Other seeds.

Scrap.

Spices :

- (i) Betelnuts.
- (ii) Chillies.
- (iii) Cloves.
- (iv) Ginger.
- (v) Pepper.
- (vi) Other sorts.

T

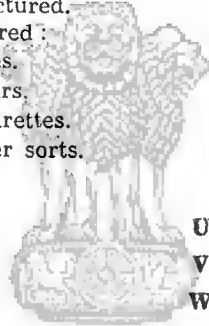
Tea.

Teawaste.

Tobacco :

- (a) Unmanufactured.
- (b) Manufactured :
 - (i) Bidies.
 - (ii) Cigars.
 - (iii) Cigarettes.
 - (iv) Other sorts.

Turmeric.



U

V

W

Wool, raw.

Wool, manufactured.

Wire.

X

Y

Z

All other exports.

FORM C

Statement showing Imports handled at the Port during the month of

1953

1	2	3	4 Deadweight tonnage imported from													
Commodity	Total D/Wt. Tonnage	Freight pd. &/or payable	a	b	c	d	e	f	g	h	i	j	k	l	m	n
			Indian Coastal Ports	PAK.	CEY.	Burma	F. East Coun-tries	Japan	Other Asian Ctrs.	U.K.	Other Eur. Ctrs.	U.S.A	Other Amer. Ctrs.	Other African Coun-tries	Austra-lia	Total

FORM D

Statement showing Exports handled at the Port during the month of

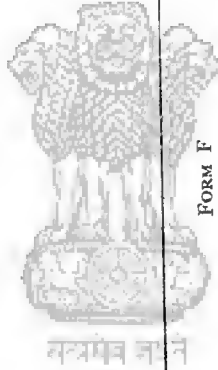
1953

1	2	3	4 Deadweight tonnage exported to													
Commodity	Total D/Wt. Tonnage	Freight pd. &/or payable	a	b	c	d	e	f	g	h	i	j	k	l	m	n
			Indian Coastal Ports	PAK.	CEY.	Burma	F. East Coun-tries	Japan	Other Asian Ctrs.	U.K.	Other Eur. Ctrs.	U.S.A. Ctrs.	Other Amer. Ctrs.	African Coun-tries	Austra-lia	Total

FORM E

Statement showing tonnages discharged at and loaded from the Port by vessels of different Flags during the month of 1953

Flag	No. of vessels	Imports		Exports		Total	
		Tonnage	Freight paid and/or payable	Tonnage	Freight paid and/or payable	Tonnage	Freight paid and/or payable



FORM F

Statement showing tonnages discharged at and loaded from the Port by vessels of different Agents and Lines during the month of 1953

Name of Agents	Flag of the Lines	No. of vessels	Imports		Exports		Total	
			Tonnage	Freight paid and/or payable	Tonnage	Freight paid and/or payable	Tonnage	Freight paid and/or payable

Statement showing tonnages discharged at and loaded from the docks and bunders by vessels of different Flags during 1951-52
(Bombay Port)

Flags	No. of vessels	IMPORTS			EXPORTS			Grand Total
		Docks	Bunders	Total	Docks	Bunders	Total	
American	224	11,23,517	37,526	11,61,043	1,48,371	35	1,48,606	13,09,649
British	588	12,26,789	5,49,629	17,76,418	3,77,186	21,391	3,98,577	21,74,995
Brazilian	3	..	..	..	133	..	133	133
Belgian	9	12,912	..	12,912	24,173	..	24,173	37,085
Canadian	2	19,250	..	19,250	501	..	501	19,751
Chinese	2	4,938	..	4,938	650	..	650	5,588
Costa Rican	1	9,800	..	9,800	..	..	..	9,800
Danish	38	35,077	1,734	36,811	9,441	..	9,441	46,252
Dutch	63	1,59,214	48,709	2,07,923	36,119	..	36,119	2,44,042
Egyptian	3	6,409	..	6,409	6,416	..	6,416	12,825
French	11	12,345	..	12,345	14,228	..	14,228	26,591
Greek	15	1,43,320	147	1,43,467	19,113	250	19,363	1,62,830
Indian	633	6,49,670	18,827	6,68,497	4,77,655	97,916	5,75,571	12,44,068
Italian	47	74,848	..	74,848	43,999	..	43,999	1,18,847
Irish	1	8,062	..	8,062	120	..	120	8,182
Japanese	22	23,161	26	23,187	415	500	915	24,102
Liberian	8	52,124	..	52,124	22,641	..	22,641	74,765
Norwegian	94	2,13,378	1,89,765	4,03,143	68,161	73	68,234	4,71,377
Panamanian	76	3,42,128	1,01,952	4,44,080	28,746	905	29,651	4,73,731
Polish	12	28,813	25	28,838	1,643	1,541	3,184	32,022
Pakistani	3	21,736	..	21,736	..	..	..	21,736
Russian	5	31,465	..	31,465	561	120	681	32,146
Swedish	36	42,028	15,226	57,254	49,422	..	49,422	1,06,676
Swiss	1	4,973	..	4,973	51	..	51	5,024
Turkish	1	..	..	..	389	..	389	389
Portuguese	1	..	9,662	9,662	..	..	..	9,662
Countrycraft	14,287	..	5,87,154	5,87,236	..	2,20,087	2,20,087	8,07,323
TOTAL	16,186	22,46,039	15,60,400	58,06,439	13,30,334	3,42,818	16,73,152	74,79,591

Statement showing tonnages discharged at and loaded from the docks and bunders by various Shipping Lines during 1951-52
(Bombay Port)

Lines	No. of vessels	IMPORTS			EXPORTS			Grand Total
		Docks	Bunders	Total	Docks	Bunders	Total	
British India Steam Nav. Co. Ltd. . .	165	1,71,720	95,720	2,67,198	1,83,839	1,943	1,85,782	4,52,980
Peninsular & Oriental S. N. Co. . .	73	14,114	116	14,230	20,073	..	20,073	34,303
Isthmian Line	33	57,538	362	57,900	57,832	..	57,832	1,15,732
Mackinnon Mackenzie & Co. Ltd. (Char- terers).	16	1,12,281	30,266	1,42,547	1,274	..	1,274	1,43,821
Compagnie Maritime Felge	10	12,854	..	12,854	24,218	..	24,218	37,072
Pallam Line	1	..	..	..	70	..	70	70
Grahams Trading Co. (India) Ltd. (Charterers).	38	3,17,433	148	3,17,581	16,980	3,118	20,098	3,37,679
Holland Bombay Karachi Line	29	47,241	882	48,123	23,615	..	23,615	71,738
Silver Hoogh Line	19	48,839	380	49,219	33,804	..	33,804	83,023
Messageries Maritimes	16	9,538	96	9,634	23,768	..	23,768	33,402
Nalloyd Line	9	14,215	23	14,238	973	..	973	15,211
Silver and Java Pacific Line	13	42,315	81	42,396	11,568	..	11,568	53,964
Volkart Brothers (Charterers)	11	59,564	23,924	83,488	3,737	..	3,737	87,225
Moghul Line Ltd.	28	12,189	92	12,281	12,860	26,006	38,866	51,147

Turner Morrison & Co. Ltd. (Charters)	18	1,05,715	..	1,05,715	4,657	..	4,657	1,10,372
Ellerman's City Line Ltd.	11	17,004	26	17,030	14,811	600	15,411	32,441
Ellerman's Hall Line Ltd.	19	39,961	4,231	44,192	29,370	3,966	33,336	77,528
Everett Star Line	16	14,307	1,369	15,676	9,645	..	9,645	25,321
Killick Nixon & Co. (Charters)	9	25,421	..	25,421	18,509	..	18,509	43,930
Alexandra Steam Nav. Co.	..	..	..	..	4,160	..	4,160	4,160
Clan Line Steamers Ltd.	15	24,485	1,616	26,101	11,846	..	11,846	37,947
Ellerman's Wilson Line Ltd.	8	8,103	258	8,361	16,130	4,810	20,940	29,301
State Marine Corporation	6	76,377	..	76,377	2,322	..	2,322	78,699
Kokusoi Line	6	5,621	2	5,623	356	..	356	5,979
N. Y. Kaisha Line	5	11,056	..	11,056	..	..	..	11,056
James Finlay & Co. Ltd. (Charters)	43	3,11,325	..	3,11,325	32,511	..	32,511	3,43,836
American Export Lines Inc.	32	95,104	819	95,923	23,425	1,900	25,325	1,21,248
Pacific Far East Lines Inc.	5	30,141	6	30,147	3,786	..	3,786	33,933
India Steamship Co. Ltd.	25	68,668	921	69,589	20,250	625	20,875	90,464
M. Nemaze	1	..	..	..	201	..	201	201
Lionel Edwards Limited (Charters)	41	3,77,651	..	3,77,651	3,985	..	3,985	3,81,636
Anchor Line Limited	23	94,182	35	94,217	47,202	..	47,202	1,41,419
Wilhelmsen Line	17	23,412	..	23,412	22,072	..	22,072	45,484
Norwegian Line	2	3,819	..	3,819	60	..	60	3,879
Swedish East Asia Co.	22	24,669	..	24,669	44,637	..	44,637	69,306

Statement showing tonnages discharged at and loaded from the docks and bunds by various Shipping Lines during 1951-53
(Bombay Port)

Lines	No. of vessels	IMPORTS			EXPORTS			Grand Total
		Docks	Bunds	Total	Docks	Bunds	Total	
Hallal Shipping Co. . . . .	..	125	..	125	..	..	..	125
United Liner Agencies of India Ltd. (Charterers).	1	2,233	27	2,260	484	..	484	2,744
Ellerman Line	33	68,574	699	69,273	9,678	707	10,385	79,953
American President Line	31	33,787	20	33,807	30,999	..	30,999	63,906
F. F. Campbell & Co. Ltd. (Charterers)	2	16,700	..	16,700	600	..	600	17,300
Isbrandtsen Line	18	13,257	146	13,403	16,378	41	16,419	29,822
Sallern & Co. (India) Ltd.	9	50,977	..	50,977	1,648	..	1,648	52,625
Lloyd Triestino	38	28,646	..	28,646	31,904	1,050	32,954	61,600
East Asiatic Co. (India) Ltd.	18	30,676	709	31,385	8,756	..	8,756	40,141
Argonaut Navigation Co.	1	9,824	..	9,824	475	..	475	10,299
Tramp Chartering Corporation	1	10,000	..	10,000	400	..	400	10,400
Polish Ocean Line	18	39,881	140	40,021	4,368	1,800	6,168	46,189
O. S. Kaisha	2	854	..	854	..	..	..	854
James Mackintosh & Co. Ltd. (Charterers).	12	72,936	..	72,936	1,517	..	1,517	74,453
Great Eastern Shipping Co.	19	57,871	..	57,871	12,102	500	12,602	70,473

Japan	1	626	..	626	29	..	29	655
Louis Dreyfus & Co. Ltd.	4	37,841	..	37,841	910	..	910	38,751
Rallis India Ltd.	1	9,500	..	9,500	..	..	..	9,500
Anglo-Iranian Oil Co. (India) Ltd.	111	3,09,689	3,90,029	6,99,718	3,699	135	3,834	7,03,552
Anglo-Iranian Oil Co. (India) Ltd. (Charterers).	2	410	..	410	300	..	300	710
Burmah Shell Oil Storage and Distri- buting Co. of India, Ltd.	68	2,09,489	2,00,273	4,09,762	2,237	10	2,247	4,12,009
Standard Vacuum Oil Co.	31	1,51,460	1,05,949	2,57,409	1,167	..	1,167	2,58,576
Caltex (India) Ltd.	34	1,07,328	85,896	1,93,224	2,428	..	2,428	1,95,652
Bombay Steam Navigation Co. Ltd.	242	2,25,551	7,300	2,32,851	1,80,483	29,634	2,10,117	4,42,968
Scindia Steam Nav. Co. Ltd.	73	2,04,931	10,336	2,15,267	96,244	17,331	1,13,575	3,28,842
Alexandria Steam Nav. Co. Ltd.	1	3,309	..	3,309	1,840	..	1,840	5,149
Bharat Line Limited.	75	76,789	56	76,845	41,273	7,055	48,328	1,25,173
Malabar Steamship Co. Ltd.	23	15,889	..	15,889	19,748	2,353	22,101	37,990
Malabar Steamship Co. Limited (Charterers).	1	9,273	..	9,273	..	..	..	9,273
Merchant Steam Navigation Co. Ltd.	44	18,995	23	19,018	35,326	6,607	41,933	60,951
Bombay Co. Ltd.	17	13,237	544	13,781	1,715	..	1,715	15,596
New Dholera Steamships Ltd.	17	13,276	..	13,276	20,281	3,500	23,781	37,057
National Steamship Co.	16	15,512	..	15,512	19,551	..	19,551	35,063
Shri Ambica Steam Nav. Co. Ltd.	13	4,353	..	4,353	11,755	2,235	13,990	18,343
Madhavilal & Co. Ltd.	2	12,942	..	12,942	580	..	580	13,522

Statement showing tonnage discharged at and loaded from the docks and bunders by vessels of different flags during 1951-52
(Bombay Port)

Lines	No. of vessels	IMPORTS			EXPORTS			Grand Total
		Docks	Bunders	Total	Docks	Bunders	Total	
South East Asia Shipping Co. Ltd. . .	32	12,060	..	12,060	13,857	1,040	14,897	26,957
K. Jadhavji & Co.	3	24,300	..	24,300	1,099	..	1,099	25,399
Africana Co. Ltd.	6	6,465	..	6,465	8,515	..	8,515	14,980
Gill & Co. (Shipping) Ltd.	4	904	..	904	656	550	1,206	2,110
K. Mulchand & Co.	3	70	..	70	134	..	134	204
U. S. S. R.	6	31,465	..	31,465	833	..	833	32,298
D. B. Cursetjee's Sons (Charterers) . .	2	3,431	..	3,431	179	2,220	2,399	5,830
Ashok Line Limited	1	340	..	340	274	80	354	694
Cox & Kings (Agents) Ltd.	1	5,746	..	5,746	..	..	..	5,746
Hoare Miller & Co. Ltd.	2	2,040	5	2,045	..	..	..	2,045
T. Vrajlal & Co.	1	180	..	180	..	..	..	180
Marine Transport Co. Ltd.	3	4,778	9,676	14,454	..	1,050	1,050	15,504
Miscellaneous	71	575	287	862	22,266	1,865	24,131	24,993
Country Craft.	14,287	82	5,87,154	5,87,236	..	2,20,087	2,20,087	8,07,323
TOTAL	16,186	42,46,039	15,60,400	58,06,439	13,30,334	3,42,818	16,73,152	74,79,591

LETTER SENT TO THE MINOR PORT AUTHORITIES

PORT & SHIPPING STATISTICS COMMITTEE

No. P & S/St. Com. 15.

C/o SHRI M. A. MASTER, B.A., LL.B.

Dated the 8th September, 1953.

FROM

Shri D. K. Guha,
Member-Secretary,
Port & Shipping Statistics Committee,
Bombay.

To :

1. The Secretary, Public Works Department, Madras.
2. The Secretary, Public Works Department, Bombay.
3. The Secretary, Commerce & Industries Department, West Bengal.
4. The Secretary, Commerce Department, Orissa.
5. The Secretary, Commerce Department, Saurashtra.
6. The Secretary, Public Works Department, Travancore-Cochin.
7. The Chairman, Tuticorin Port Trust.
8. The Chief Secretary, Andhra.

SIR,

I am directed by the Port & Shipping Statistics Committee, appointed by the Government of India, to inform you that two of their Terms of Reference read as under :

- (1) The type of Port and Shipping Statistics that is already being collected and maintained in major ports.
- (2) The extent to which such statistics are being published either by Government Departments or Port Authorities and whether there is any duplication of effort.

With a view to obtain the necessary information in regard to the points involved in these Terms of Reference and to enable the Committee to make their recommendations in connection therewith, I have been directed to forward to you the questionnaire which the Committee have prepared on this subject.

The questionnaire is divided into two parts—'A' and 'B'. The questions included in part 'A' arise out of the Terms of Reference already mentioned above.

The Committee will be grateful if you will kindly send to them detailed answers to the questionnaire enclosed herein together with such form and statements as may be relevant in connection therewith at an early date.

The third Term of Reference of the Committee reads as follows :—

Having regard to the needs of Government, the Trade and the International Agencies, what further statistics should be collected in regard to the ports and coastal and ocean-going shipping; the agency for collection and compilation; the material that should be published and the manner of publication.

The Committee has been further instructed that they should deal with the "question of statistics relating to cargo imported into or exported from India under the ownership and/or control of the Central or State Governments and

the amount of freight paid thereon". They have also been asked to cover the question of "collecting information regarding the quantities of cargo carried by all in the overseas trades and the amount of freight payable thereon".

With a view to ensure the compilation and maintenance of the additional statistics that would be needed for meeting the requirements of the other Terms of Reference mentioned in para. (4), I have been asked to invite your attention to the items mentioned in part "B". The Committee will be obliged if you will kindly give this part of the questionnaire your very earnest and serious consideration and send a detailed reply to the Committee as to how you propose to compile and maintain statistics as required under Forms 'C', 'D', 'E', and 'F'.

As the Committee have to submit their Report at an early date, they will be particularly thankful to you if you will kindly send your detailed reply to this communication by or before the 10th of October.

Yours faithfully,

(Sd.) D. K. GUHA,

Member-Secretary,

Port & Shipping Statistics Committee.

NOTE.—The enclosures to this questionnaire were the same as those enclosed with the questionnaire for major ports.

LETTER SENT TO THE COLLECTORS OF CUSTOMS

PORT & SHIPPING STATISTICS COMMITTEE

No. P & S/ST. Com. 15.

C/o SHRI M. A. MASTER, B.A., LL.B.

"RAJ MAHAL", JUHU, BOMBAY-23.

Dated the 9th September, 1953.

FROM :

Shri D. K. Guha,
Member-Secretary,
Port & Shipping Statistics Committee,
Bombay.

TO :

- (1) The Collector of Customs, Calcutta.
- (2) The Collector of Customs, Bombay.
- (3) The Collector of Customs, Madras.
- (4) The Collector of Customs, Cochin.

SIR,

I am directed by the Port and Shipping Statistics Committee, appointed by the Government of India, to inform you that their Terms of Reference read as under :

1. The type of Port and Shipping Statistics that is already being collected and maintained in major and minor ports.
2. The extent to which such statistics are being published either by Government Departments or Port Authorities and whether there is any duplication of effort.
3. Having regard to the needs of Government, the Trade and the International agencies, what further statistics should be collected in regard to the ports and coastal and ocean-going shipping; the agency for collection and compilation; the material that should be published and the manner of publication.

The Committee have been further instructed that they should deal with the question of statistics relating to cargo imported into or exported from India under the ownership and/or control of the Central or State Governments and the amount of freight paid thereon. They have also been asked to cover the question of "collecting information regarding the quantities of cargo carried by all in the overseas trades and the amount of freight payable thereon".

With a view to obtain necessary information in regard to the points involved in items 1 and 2 of the Terms of Reference mentioned above and to enable the Committee to make their recommendations as required under item 3 of the Terms of Reference mentioned above and further instructions from the Government detailed in the preceding paragraph, I have been directed to forward you the questionnaire which the Committee have prepared on this subject. The Committee will be obliged if you will kindly give all the items in the questionnaire your very earnest and serious consideration and send a detailed reply to all the points mentioned therein.

As the Committee have to submit their Report at an early date, they will be particularly thankful to you, if you will kindly send your detailed reply to this communication on or before the 10th of October.

Yours faithfully,

(Sd.) D. K. GUHA,

Member-Secretary,

Ports & Shipping Statistics Committee.

QUESTIONNAIRE TO BE ANSWERED BY THE COLLECTORS OF CUSTOMS, CALCUTTA, BOMBAY, COCHIN AND MADRAS

1. Which of the major and/or minor ports fall under your jurisdiction so far as the compilation, maintenance and/or publication of Port and Shipping statistics are concerned?

2. What are the Trade and Shipping statistics being collected and maintained at your Custom House for the ports mentioned in 1? Kindly indicate the nature and scope of these statistics and enclose a copy of each of these statements together with a short note against each showing :

- (i) the method of compilation together with a note of the basic documents from which compilation is made,
- (ii) whether the unit of commodities is represented by package, gallon, yard, dead weight, etc.? Is it possible to give the dead weight of each of the commodity of import and export, if not, please let us have a note setting forth your reasons as to why it is not possible to convert all commodities in units of deadweight tons,
- (iii) whether the statement is daily, monthly, quarterly or annual,
- (iv) what purpose is served by the statement, and
- (v) the distribution of the statement.

3. Are the statistics mentioned in 2 only for sea-borne trade or for sea-borne and/or air borne and/or land route traffic? If it is a lumped statistics, cannot only sea-borne traffic be shown separately?

4. Which of the statements mentioned in 2 are published in Annual Report of the Custom House and which of them are published in the monthly and annual trade reports of the Director-General of Commercial Intelligence & Statistics?

5. Are any of the statements mentioned in 2 sent to any other department of the Central or any State Government? If so, kindly enumerate those statements and indicate to which Government departments these are sent and in what manner. Kindly furnish us with a copy of the statements which are thus sent.

6. Do you know if any, or the statements mentioned in 5 are published by the Government? If so, kindly give the names of such publications and those of the departments publishing them. A copy of each of such publications, it is requested, may be supplied to us.

7. (a) Are any of the statements mentioned in 2 sent to any non-Government organisations? If so, kindly indicate, if known, what these non-Government bodies do with them.

(b) Do you know if any non-Government body publishes any Trade and Shipping statistics? If so, kindly attach a short note giving the names and addresses of such bodies, copies of the forms in which such statements are published, the source of information, etc.

8. In your opinion, what further Trade and Shipping statistics should be maintained at the Custom House, why and how? Kindly let us have a note indicating your reasons for the same.

9. It is understood that Bills of Entry and Shipping Bills are the basic documents used for collection of the Trade statistics mentioned in 2. Please let us have a note on the different types of Shipping Bills and Bills of Entry that are in use and kindly enclose facsimile copies of each type of the Bill of Entry and Shipping Bill that is in use.

10. Please let us know the items for which information is required to be included in each type of the Bill of Entry and the Shipping Bill that is in use and please let us know whether particulars in the following items are included in them.

- (i) The country of origin (for imports) or the country of destination (for exports).
- (ii) The names of the Agents and the Lines and the nationality of the ag of the vessel.
- (iii) The value of the consignment. If so, whether this value is C.I.F. or F.O.B.
- (iv) The freight paid and payable on the import or the export as the case may be.

11. Have the Customs Authorities legal powers to change the form of the Bill of Entry and the Shipping Bill to include items (iii) and (iv) in 10 above and to call upon the consignee and the shipper to declare them on these documents?

12. Are any statistics being maintained for the passenger traffic passing through the ports under your jurisdiction? If so, kindly enclose a copy of such statement.

13. Are any statistics being maintained for (i) sea-borne traffic passing through the ports under your jurisdiction in countrycrafts and (ii) for inland river-borne traffic, if any, passing through the ports under your jurisdiction? If so, kindly enclose copies of such statements.

14. Are any separate statistics being maintained for import or export cargo handled through the ports under your jurisdiction under the direct ownership and/or control of the Central or the State Governments or local public bodies? If so, kindly give a short note on the method of compilation of such statistics, together with up-to-date information available. If such special statistics are not maintained will you please let us know whether you will be able to maintain them as required. If not kindly indicate to us what your difficulties in the matter of doing so are.

15. What other additional or special trade and shipping statistics are maintained at your Customs House? Please give a note indicating fully how the position stands in this connection.

QUESTIONNAIRE SENT TO THE SECRETARIES OF THE MINISTRIES OF THE CENTRAL GOVERNMENT AND THE CHIEF SECRETARIES OF THE STATE GOVERNMENTS

I. Parties to whom they were sent.

- (a) Ministries of Central Government.
 - (i) Secretary, Ministry of Transport.
 - (ii) Secretary, Ministry of Food
 - (iii) Secretary, Ministry of Defence
 - (iv) Secretary, Ministry of Production

- (v) Secretary, Ministry of Commerce
- (vi) Secretary, Ministry of Broadcasting
- (vii) Chief Secretary, East Punjab
- (viii) Chairman, Railway Board, Ministry of Railways
- (ix) Secretary, Ministry of Works, Housing & Supply
- (x) Secretary, Ministry of States.
- (b) State Governments.
 - (i) Chief Secretary, West Bengal
 - (ii) Chief Secretary, Assam
 - (iii) Chief Secretary, Bihar
 - (iv) Chief Secretary, Bombay
 - (v) Chief Secretary, Madhya Pradesh
 - (vi) Chief Secretary, Madras
 - (vii) Chief Secretary, Orissa
 - (viii) Chief Secretary, Punjab
 - (ix) Chief Secretary, Uttar Pradesh
 - (x) Chief Secretary, Andhra
 - (xi) Chief Secretary, Hyderabad
 - (xii) Chief Secretary, Madhya Bharat
 - (xiii) Chief Secretary, Mysore
 - (xiv) Chief Secretary, Pepsu
 - (xv) Chief Secretary, Rajasthan
 - (xvi) Chief Secretary, Saurashtra
 - (xvii) Chief Secretary, Travancore-Cochin
 - (xviii) Chief Secretary, Himachal Pradesh
 - (xix) Chief Secretary, Vindhya Pradesh
 - (xx) Chief Commissioner, Coorg
 - (xxi) Chief Commissioner, Delhi
 - (xxii) Chief Commissioner, Bilaspur
 - (xxiii) Chief Commissioner, Ajmer
 - (xxiv) Chief Commissioner, Bhopal
 - (xxv) Chief Commissioner, Agartala
 - (xxvi) Chief Commissioner, Manipur
 - (xxvii) Chief Commissioner, Andaman and Nicobar Islands.

II. Text of the Letter issued

PORT AND SHIPPING STATISTICS COMMITTEE

No. P & S/St. Com. 14.

C/o SHRI M. A. MASTER, B.A., LLB.

RAJ MAHAL, JUHU, BOMBAY-23.

Dated the 5th September, 1953.

FROM :

Shri D. K. Guha,
Member-Secretary,
Port & Shipping Statistics Committee,
Bombay.

TO :

The Secretary,
Ministry of.....
Government of India.

The Chief Secretary,
Government of

DEAR SIR,

I am directed by the Port & Shipping Statistics Committee to inform you that they have been asked by the Government of India to deal with the question of statistics relating to cargo imported into or exported from India under the ownership and/or control of the Central or State Governments and the amount of freight paid thereon. One of the objects of collecting these statistics is to enable the Government to determine the extent of encouragement which the carriage of such cargo could give in promoting the economy of Indian shipping and in conserving foreign exchange. It is, therefore, desirable that the Government should be furnished periodically with information as required in the four forms enclosed herein and marked "A", "B", "C" and "D". The information required in the forms will have to be submitted by your Ministry/State Government in connection with the cargo imported or exported on behalf of all the Departments of your Ministry/State Government. In case of cargo imported or exported by companies and corporations under the control and/or direction of your Ministry/State Government my Committee presumed, that the particulars as required in the forms enclosed will be included in the returns which your Ministry/State Government will submit. The Committee will, therefore, be grateful if you will kindly let them know, at an early date, whether your Ministry/State Government will be able to furnish the appropriate authority that may be indicated hereafter, information as required in the forms enclosed. The Committee will be obliged to you if you will be pleased to give such comments, observation and advice as considered necessary to enable the Committee to achieve the object that is in view.

I am further directed to request you to let us know whether the cargo imported under the ownership and/or control of your Ministry/State Government is imported C.I.F. and whether that would create any difficulty on the part of your Ministry/State Government to decide the Line by which such cargo should be shipped. If there is any genuine difficulty in the matter the Committee would appreciate your going into the question and indicating to the Committee the steps that you propose to take to secure the right of deciding the ship by which such cargo would be imported by your State.

Requesting you to kindly give this matter your very early consideration and to favour us with your reply at an early date.

Yours faithfully,

(Sd.) D. K. GUHA,

Member-Secretary,

Port & Shipping Statistics Committee.

Enclosure :

FORM A

Particulars of import cargo under the ownership and/or control of the Ministry of.....(Central Government) available for shipment State Government of..... from abroad during the first quarter, ending the 31st March, 1954, to be submitted to.....on or before the 30th September, 1943.

Nature & Description of the commodity	Estimated deadweight tonnage of commodity	Party Authorised to ship	Exported Port and country of shipment	Expected date or month of shipment	Expected Port and Province of discharge
---------------------------------------	---	--------------------------	---------------------------------------	------------------------------------	---

FORM B

Particulars of export cargo under the ownership and/or control of the Ministry of (Central Government) available for shipment State Government of.....

abroad during the first Quarter ending the 31st March 1954, to be submitted to on or before the 30th September, 1953.

Nature & Description of commodity	Estimated deadweight tonnage of commodity	Party Authorised to ship	Exported Port and Province of shipment	Expected date or month of shipment	Expected Port and country of discharge
-----------------------------------	---	--------------------------	--	------------------------------------	--

FORM C

Particulars of import under the ownership and/or control of the Ministry of..... (Central Government)/State Government..... from abroad during the quarter ending 31st March, 1954, to be submitted to..... on or before the 30th June, 1954.

Nature and Description of commodity	Dt. Wt. tonnage of commodity	Ship and Flag by which shipped	Date of shipment	Port and country of shipment	Port and Province of discharge	Amount of freight paid			Total
						Amt. in \$ and where	Amt. in £ and where	Amt. in Rs. and where	

FORM D

Particulars of export cargo under the ownership and/or control of the Ministry of..... (Central Government) shipped abroad during the first quarter, ending the 31st March, 1954, to be submitted to..... on or before the 30th June, 1954.

Nature and Description of commodity	Dd. Wt. tonnage of commodity	Ship and Flag by which shipped	Date of shipment	Port and Province of shipment	Port and country of discharge	Amount of freight paid			Total
						Amt. in \$ and where	Amt. in £ and where	Amt. in Rs. and where	

COPIES OF LETTERS ISSUED TO THE INDIAN NATIONAL STEAMSHIP OWNERS' ASSOCIATION.

First letter.

No. P & S/ST. Com. 4/2.

C/o SHRI M. A. MASTER, B.A., LLB.

RAJ MAHAL, JUHU, BOMBAY-23.

Dated the 1st February 1954.

FROM:

Shri D. K. Guha,
Member-Secretary,
Port & Shipping Statistics Committee.

TO:

The Secretary,
Indian National Steamship Owners' Association,
Scindia House, Dougall Road,
Bombay 1.

DEAR SIR,

I have been directed to forward to you a copy of the Terms of Reference of the Port & Shipping Statistics Committee and to invite your special attention to paras. II(a), (b) and (c) of the said Terms of Reference.

My Committee would be thankful if you could kindly let them have the benefit of your views on these three items of the Terms of Reference. My Committee would particularly request you to let them have a note on the needs of the shipping industry in regard to the Port & Shipping Statistics as envisaged in para. II(c) of the Terms of Reference.

Yours faithfully.

(Sd.) D. K. GUHA.

Member-Secretary,

Port & Shipping Statistics Committee.

Enclosure.—1 copy of Terms of Reference.

Second letter.

No. P. & S/ST. Com. 4/1.

C/o SHRI M. A. MASTER, B.A., LLB.

RAJ MAHAL, JUHU, BOMBAY-23.

Dated the 17th February, 1954.

FROM :

Shri D. K. Guha,
Member-Secretary,
Port & Shipping Statistics Committee.

TO:

The Secretary,
Indian National Steamship Owners' Association,
Scindia House, Dougall Road,
Ballard Estate, Bombay.

DEAR SIR,

I have been directed to invite your attention to my Committee's letter No. P & S/ST/COM. 4/2, dated February 1, 1954, and to request you for an early reply to the points raised in that letter.

I have been further directed to draw your attention particularly to item II(f) of the Terms of Reference, a copy of which was enclosed with my letter No. P & S/ST/COM. 4/2, dated February, 1, 1954, to you. A copy of the Terms of Reference is, however, enclosed for your ready reference. My Committee would be thankful if you would kindly examine all the items II(a), (b), (c), (d), (e) and (f) of the Terms of Reference and let us have your considered views on each of these items. It may be pointed out that items I(a), (b) and (c) of the Terms of Reference deal with the factual position as it exists at present and which the Committee have already gathered from different sources

An early reply will be highly appreciated.

Yours faithfully,
(Sd.) D. K. GUHA,
Member-Secretary,
Port & Shipping Statistics Committee



सत्यमेव जयते

APPENDIX IV

THE LIST OF PLACES VISITED BY THE SUB-COMMITTEE CONSISTING OF THE CHAIRMAN AND THE MEMBERS—SECRETARY, AND THE PARTIES WITH WHOM THEY HAD INFORMAL CONVERSATION DURING SEPTEMBER AND OCTOBER 1953.

- (a) CALCUTTA
1. Shri R. Gupta, I.C.S., Chairman, Calcutta Port Commissioners.
 2. Shri K. Mitter, Traffic Manager, Calcutta Port Commissioners.
 3. Shri N. P. Iyer, Chief Accounts and Financial Adviser, Calcutta Port Commissioners.
 4. Shri B. N. Banerji, Collector of Customs, Calcutta.
 5. Shri N. Das, I.C.S., Secretary, Commerce and Industries Department, Government of West Bengal.
 6. Shri Banerji, Balance of Payment Division, Reserve Bank, Calcutta.
 7. Shri Tcambe, Assistant Controller, Exchange Control Department, Reserve Bank, Calcutta.
- (b) VIZAGAPATAM
1. Shri S. Nanjundiah, Administrative Officer, Vizagapatam Port.
 2. Shri Sircar, Superintendent, Traffic, Vizagapatam Port.
 3. Shri Mathews, Superintendent, Central Excise, Vizagapatam Port.
- (c) MADRAS
1. Shri G. V. Ayyar, I.C.S., Chairman, Madras Port Trust.
 2. Shri V. A. Jaywant, Traffic Manager, Madras Port Trust.
 3. Late Shri R. K. Vaish, Collector of Customs, Madras.
 4. Shri R. Menon, I.C.S., Chief Secretary, Madras Government.
 5. Shri T. S. Mani, I.C.S., Secretary, P. W. D., Madras Government.
 6. Shri A. Mudie, Former State Port Officer, Madras.
 7. Shri P. C. Ramaswamy, Manager, Hollerith (India) Ltd., when the demonstration of the working of a Hollerith Machine was witnessed.
- (d) COCHIN
1. Shri M. S. Venkataraman, Administrative Officer.
 2. Shri T. Bhose, Traffic Manager.
 3. Shri T. A. Bhutani, Collector of Customs.
- (e) RAJKOT
1. Shri B. R. Patel, I.C.S., Former Chief Secretary, Saurashtra Government.
 2. Shri G. B. Sivasani, Deputy Secretary, Industry & Supply, Saurashtra Government.
 3. Shri P. B. Mehta, Deputy Secretary, Communications Department, Saurashtra Government.
 4. Shri H. P. Oja, State Port Officer, Saurashtra.
- (f) KANDLA
1. Shri M. Ganapati, Development Commissioner, Kandla.
 2. Capt. Simpson, Deputy Conservator, Kandla.
 3. Shri Rambrahma, Superintending Engineer, Kandla.
 4. Shri Srinivasan, Assistant Traffic Manager, Kandla.
- (g) BHUJ (CUTCH)
1. Shri S. A. Ghatge, I.C.S., Chief Commissioner, Cutch.
 2. Shri P. B. Thakkar, Adviser, Cutch Government.
 3. Shri B. G. Kabade, Chief Secretary, Cutch Government.

APPENDIX V

THE COPY OF THE LETTER ISSUED BY THE COMMITTEE TO THE HIGH COMMISSIONER IN U.K. AND INDIAN AMBASSADORS IN OTHER PROGRESSIVE MARITIME COUNTRIES

PORT & SHIPPING STATISTICS COMMITTEE

No. P & S/ST. Com. 6.

C/o SHRI M. A. MASTER, B.A., LLB.

RAJ MAHAL, JUHU, BOMBAY-23.

Dated the 3rd October, 1953.

FROM :

Shri D. K. Guha,
Member-Secretary,
Port & Shipping Statistics Committee.

TO :

- (1) High Commissioner of India in U.K.
- (2) Ambassador of India in U.S.A.
- (3) Ambassador of India in Japan.
- (4) Ambassador of India in France.
- (5) Ambassador of India in Norway.
- (6) Ambassador of India in W. Germany.
- (7) Ambassador of India in Belgium.
- (8) Ambassador of India in Holland.
- (9) Ambassador of India in Italy.

DEAR SIR,

I have been directed to inform you that the Ministry of Transport, Government of India, have set up the Port & Shipping Statistics Committee, whose Terms of Reference are enclosed.

It will be observed from the last paragraph of the Terms of Reference that the Committee are enjoined to take into consideration the nature and extent of the collection, maintenance and publication of Port and Shipping Statistics in leading maritime countries, as mentioned therein, before making their recommendations to the Government. The Government have further asked the Committee that they should write direct to Indian Government Representatives in the countries concerned and request them to secure for the Committee information from the Governments of the countries concerned in regard to the points mentioned in the last paragraph of the Terms of Reference.

My Committee will, therefore, feel very grateful to you if you will kindly take the trouble of obtaining from the Government of.....information in regard to the matters at as early a date as possible.

As my Committee have been directed by the Government to submit their Report to the Government at an early date, my Committee will deeply appreciate your being pleased to take immediate action on this letter and obtain for them the information that they need as early as possible.

Yours faithfully,
(Sd.) D. K. GUHA.

Member-Secretary,
Port & Shipping Statistics Committee.

APPENDIX VI

THE NAMES OF PERSONS INTERVIEWED BY THE MEMBER-SECRETARY DURING HIS VISIT TO DELHI IN NOVEMBER, 1953.

1. Shri N. M. Ayyar, I.C.S. Secretary, Ministry of Transport.
2. Shri C. Parthasarathy, Deputy Secretary, Ministry of Transport.
3. Shri Guruswamy, Under Secretary, Ministry of Defence.
4. Lt. Col. M. M. Nair, Assistant Quarter Master-General, General Headquarters.
5. Shri K. L. Ghei, Director, Railway Board.
6. Shri D. D. Agnihotri, Under Secretary, Ministry of Works, Housing and Supply.
7. Shri S. S. Venkatakrisnan, Deputy Director, Director-General of Supplies and Disposals
8. Shri G. Ram, Under Secretary, Ministry of Commerce and Industry.
9. Shri S. N. Bhalla, Deputy Secretary, Ministry of Food.
10. Shri B. L. Sahney, Deputy Secretary, Ministry of Food.
11. Shri P. R. Debak, Deputy Director of Shipping, Director-General of Food.
12. Shri S. Banerji, Under Secretary, Ministry of Information and Broadcasting.



सत्यमेव जयते

APPENDIX VII

LIST SHOWING PERSONS INTERVIEWED BY THE CHAIRMAN AND MEMBER-SECRETARY
AT DELHI DURING FEBRUARY—MARCH, 1954.

I. *Individually by the Chairman:*

1. Hon'ble Shri Lal Bahadur Shastri, Minister, Transport & Railways.
2. Shri N. R. Pillai, I.C.S., Secretary-General.
3. Shri N. M. Ayyar, I.C.S., Secretary, Ministry of Transport.

II. *Jointly by the Chairman and the Member-Secretary:*

1. Shri K. G. Ambegaokar, I.C.S., Secretary, Department of Economic Affairs, Ministry of Finance.
2. Shri Narasimhan, I.C.S., Joint Secretary, Department of Economic Affairs, Ministry of Finance.
3. Shri F. C. Badhwar, Chairman, Railway Board.
4. Shri S. Ranganathan, I.C.S., Joint Secretary, Ministry of Works, Housing & Supply.
5. Shri M. R. Sachdev, I.C.S., Director-General of Supplies & Disposals.
6. Shri Krishnaswamy, I.C.S., Joint Secretary & Director-General of Food.
7. Shri S. Jagannathan, I.C.S., Joint Secretary, Ministry of Production.

III. *Individual by the Member-Secretary:*

1. Shri J. S. Mongia, Under Secretary, Ministry of Works, Housing & Supply.
2. Shri S. S. Venkatakrishnan, Deputy Director, Directorate-General of Supplies & Disposals.
3. Shri S. Jagannathan, I.C.S., Joint Secretary, Ministry of Production.
4. Shri R. S. Tripathi, Railway Liaison Officer, Ministry of Railways.
5. Shri B. L. Sahney, Deputy Secretary, Ministry of Food.
6. Shri P. R. Dabak, Deputy Director, Directorate-General of Food.
7. Shri Prem Narayan, Under Secretary, Department of Economic Affairs, Ministry of Finance.
8. Shri Gopal Krishnan, I.C.S., Joint Secretary, Ministry of Food.
9. Shri A. Zaman, Deputy Secretary, Ministry of Food.
10. Shri P. C. Bhattacharya, Financial Commissioner, Railway Board.
11. Mr. Macpherson, T.C.A., Administration, American Embassy.
12. Mr. Furquharson, T.C.A. Administration, American Embassy.

APPENDIX VIII

LIST SHOWING PERSONS INTERVIEWED BY THE MEMBER-SECRETARY DURING HIS VISIT TO DELHI DURING MAY, 1954.

- I. Persons interviewed in connection with further information, if any, about procedure in other countries :—
1. Mr. O'Grady, Assistant Attache, U. S. Embassy.
 2. Mr. R. B. Cross, Trade Commissioner of United Kingdom.
 3. Mr. Hozaki, Third Secretary, Japanese Embassy.
 4. An assistant to the Envoy Extraordinary & Minister Plenipotentiary, Royal Norwegian Legion.
 5. Mr. R. B. Adams, Mackinon Mackenzie & Co.
- II. Persons interviewed in connection with the Term of Reference relating to cargo under the ownership and/or control of the Central Government :—
1. Shri M. R. Sachdev, I.C.S., Secretary, Ministry of Works, Housing & Supply and Director-General of Supplies.
 2. Shri J. S. Mongia, Under Secretary, Ministry of Works, Housing & Supply.
 3. Shri Gupta, Deputy Director-General, Supplies & Disposals.
 4. Shri B. L. Sahney, Deputy Secretary, Ministry of Food.
 5. Shri T. Prasad, Officer on Special Duty, Ministry of Food.
 6. Shri G. B. Kotak, Chairman, Stores Purchase Committee.
 7. Shri D. P. Karnik, Secretary, Stores Purchase Committee.
 8. Shri C. Parthasarathy, Deputy Secretary, Transport Ministry.
 9. Shri S. K. Ghosh, Deputy Secretary, Transport Ministry.



सत्यमेव जयते

APPENDIX IX

COPIES OF THE LETTERS RECEIVED FROM SHRI C. R. B. MENON, DIRECTOR GENERAL OF COMMERCIAL INTELLIGENCE & STATISTICS AND A MEMBER OF THE COMMITTEE

DEPARTMENT OF COMMERCIAL INTELLIGENCE AND STATISTICS (INDIA)

No. 10685/Q1/T

1, COUNCIL HOUSE STREET, CALCUTTA,

THE 10TH OCTOBER, 1953.

FROM:

The Director-General,
Commercial Intelligence & Statistics.

TO:

Shri D. K. Guha,
Member-Secretary,
Port & Shipping Statistics Committee.

Superintendent,
Traffic Department,
Port Commissioners,
Calcutta.

SUBJECT :

- (i) *Question whether the Customs Collectorates or the Port Authorities should be the agency for the collection of shipping statistics.*
- (ii) *Mechanisation of shipping statistics.*

SIR,

During his recent visit to Calcutta, the Chairman suggested that I should set down in writing my views on the above mentioned subjects. I have done so in the enclosed note. The points are practically the same as those I advanced at the first series of meetings held at Bombay.

Yours faithfully,
(Sd.) C. R. B. MENON.
Director General.

NOTE 1.—The first question for consideration is whether the statistics relating to shipping tonnage, cargo tonnage and freights should be collected through the agency of the Customs Collectorates or of the Port Authorities for the following reasons. I suggest that the statistics should continue to be collected through the Customs :—

- (1) The Customs authorities already collect and furnish to the D.G., C.I. & S. statistics of shipping tonnage entering Indian ports and clearing therefrom. If any additional particulars relating to shipping tonnage were required, the Customs authorities are in the best position to collect and furnish them.
- (2) As regards cargo tonnage, every item of import and export cargo entering and leaving India is recorded by the Customs, and statistics of quantity and value (or value only in some cases) are furnished by them to the D.G., C.I. & S. If further particulars are required the Customs authorities are in the best position to collect and furnish them.

- (3) In view of the fact that a satisfactory channel for collecting these statistics exists already, it would be unnecessary to consider an alternative agency.
- (4) If the collection of these statistics is now entrusted to port authorities, there would be duplication of work at least as regards cargo. For the purposes of recording statistics of the country's foreign trade, the Customs will still have to continue compiling statistics of the quantity and value of cargo imported and exported: the collection of a parallel set of statistics on the same subject by the port authorities would mean wasteful public expenditure.
- (5) There is bound to be disagreement between figures compiled by the two agencies, and this would be confusing to the public. There would inevitably be demands for reconciliation of the figures, and this would generate a large volume of correspondence.
- (6) The statistics relating to the numerous items will have to be classified into a reasonable number of groups for purposes of publication. If the Customs and the Port authorities followed different systems of classification, the divergence between the two sets of statistics would be widened.
- (7) Even if the Customs and the Port authorities followed the same system of classification, the fact that the port officials are not familiar with the complicated questions regarding customs classification, would create difficulties.
- (8) Only the authorities of the larger ports are in a position to provide competent and adequate staff for statistical purposes. The figures received from the minor and smaller ports are, therefore, likely to be unreliable, unless competent staff were appointed at those ports also. This would of course mean additional expenditure.
- (9) It would be necessary to set up a Central agency, either in the Department of Commercial Intelligence and Statistics, the office of the D. G., Shipping or elsewhere, for processing the figures received from the various port authorities. This would mean extra expenditure.
- (10) If the Central agency referred to is other than the D.G., C.I. & S. it is unlikely that Government would be prepared to provide an officer of the same status as the D.G., C.I. & S. to be in charge of the agency. Under a more junior officer, the work of the agency is likely to be unsatisfactory, and the statistics are likely to fall into disrepute. Even if the officer were placed under the Director-General of Shipping for administrative purposes, the following defects should be expected: (a) the D. G. would not be able to give much time or attention to statistical works; (b) any guidance the D. G. might give would not be expert guidance.
- (11) The Port Trusts are independent of each other, and the minor and smaller ports are minor ports under the control of the 8 maritime states. The problem of securing uniformity of practice in the collection of statistics by port authorities would, therefore, be a difficult one. In contrast, the Customs authorities throughout India are under the control of a single authority, viz., the Central Board of Revenue. Administratively, therefore, the achievement of uniformity would be easier in the case of Customs than in the case of port authorities.

2. In its draft report on the mechanisation of trade statistics, the Working Party of the Central Statistical Organisation has recommended that the Customs collectors should send to the Director-General of Commercial Intelligence and Statistics daily statements giving the particulars contained in the basic document in respect of goods exported and imported, i.e., the shipping bill in the case of exports and the bill of entry in the case of imports. If this daily statement included also the name of the ship and the name of the importer or exporter, there would become available in the Department of Commercial Intelligence & Statistics, complete, detailed, *ship-wise* information in respect of all goods imported and exported. This would be more exhaustive than any statistics which the port authorities could compile.

3. Incidentally, if the suggestion that the daily statements should include the names of importers and exporters, is accepted, it would be possible readily to ascertain the nature and quantity of Government cargo moving. Thus one of the problems facing the Committee would be solved.

4. If similar statements (which may be weekly instead of daily) of ships entering and clearing each port, showing net registered tonnage, flag, owners agents, dates of arrival and departure, port arrived from and port departed to, whether with cargo or in ballast, were furnished to the D.G., C.I., & S. by the Customs, complete data regarding shipping would also become available. At present shipping figures are first consolidated in the Customs Houses before they are sent (monthly) to the D.G., C.I. & S. The change involved would be the substitution of ship-wise statements for the consolidated return and the inclusion of additional details.

5. As regards statistics of freight paid, the Committee has not yet discussed the manner in which, this information should be collected. However from the information available in the daily statements referred to, it should be possible to make rough calculations as to the freight-charges involved. Pending the enactment of any legislation on the subject and the finalisation of arrangements for collecting freight figures a rough-and-ready method of estimating those figures within reasonable margin of error would become available.

6. The large mass of detailed information becoming available through the daily statements referred to above, could be punched on cards and processed in a mechanical tabulator. This would greatly accelerate the speed of compilation. As the machines are capable of stencilling the tables containing the final figures, it would also be possible to release the results much quicker than if the existing practice of printing and time would, therefore, be achieved by mechanisation. Greater accuracy of the figures consequent on the reduction of the human factor is also to be expected.

7. One additional advantage of mechanisation would be that any cross section of information could readily be made available. For instance, if it were desired to ascertain the amount of cargo carried by ships of a particular company during a particular period, the relevant cards could be sorted out mechanically in the sorting machine and consolidated in the tabulator. The time required for these processes would be negligible; a tabulator can deal with 80 cards a minute.

DEPARTMENT OF COMMERCIAL INTELLIGENCE AND
STATISTICS (INDIA)

D. O. No. 720/Q1/T

1, COUNCIL HOUSE STREET, CALCUTTA.

the 22nd January 1954.

DEAR MR. MASTER,

I enclose copy of my D.O. letter No. 1390/Q1/T, dated the 11th February, 1953, to Mr. S. Jagannathan, formerly Director-General of Shipping, and of Mr. P. R. Subramanian's reply to No. 4-CD(3)/51, dated the 19th June, 1953, regarding :

- (a) the classification of ships for the purposes of our shipping statistics ("Indian", "British", and "foreign"), and
- (b) the practice of including in the coasting trade accounts the tonnage of a vessel arriving from a foreign port in respect of calls at Indian ports subsequent to the first port of call in India.

These points may, as suggested in Mr. Subramanian's letter, be discussed by the Committee at its next meeting.

2. Another question for discussion is that of the statistics relating to the import of ships. At present an item "vessels" occurs in the import list of India's foreign trade returns, sub-divided as follows :—

- (i) Combat vessels (including landing craft),
- (ii) Non-combat vessels (exceeding 100 gross registered tons).
- (iii) Other ships (including launches and boats), and
- (iv) Parts of Vessels.

The figures appearing against these items are obviously incorrect. For instance the total value of vessels imported into India is shown as Rs. 13,76,456 in 1950-51, Rs. 11,75,616 in 1951-52 and Rs. 38,44,628 in 1952-53. It seems

necessary to consider the arrangements required for ensuring that figures relating to the import of ships are received by the Collectors of Customs and included in the returns submitted by them to this Department. The question of collecting past figures, at least for the more recent years, also requires consideration.

With kind regards,

Yours sincerely,
(Sd.) C. R. B. MENON.

M. A. Master, Esq., B.A., LL.B.,
Chairman, Port & Shipping Statistics Committee,
Raj Mahal, Juhu, Bombay-23.

DEPARTMENT OF COMMERCIAL INTELLIGENCE & STATISTICS (INDIA)

D. O. No. 1390/Q1/T.

1, COUNCIL HOUSE STREET, CALCUTTA.

the 11th February, 1953.

DEAR MR. JAGANNATHAN,

I enclose copy of an official letter which Mukerji wrote to you on the 1st July, 1951, regarding the Introductory Notes and Explanatory Notes, in so far as they relate to shipping, included in this Department's publications. In a letter dated the 16-1-53, Phull has replied that "the general question of improving shipping statistics is at present under consideration of this Directorate-General. Meanwhile this office is not in a position to comment on the points raised in your letter".

2. Two questions are involved, viz. (a) revision of the method of recording shipping statistics and (b) scrutiny of the Introductory and Explanatory Notes relating to shipping. While I appreciate that the consideration of the former may involve time, I should be grateful if action in regard to the latter could be taken urgently. As you know, these "Introductory Notes" and Explanatory Notes" are appearing regularly in our publications, and it is necessary to ensure that they are not out of date and are still in order. In particular, the distinction made between and the definitions given of, the three classes of vessels, viz. "Indian", "British" and "Foreign" require scrutiny. "British" vessels, for instance, have been described as 'Steamers and square-rigged sailing vessels, flying the "British" flag and registered under the English Merchant Shipping Act of 1894, in any port in the United Kingdom or in a British Possession', and "Foreign" vessels as "Steamers and square-rigged sailing vessels flying a flag other than the Indian or British flag". Pakistan's ships seem to be "Foreign" ships under the above definition, though I presume they are treated as "British" under your Acts. Would it, therefore, be more accurate to use the words "in any port in the United Kingdom or in any Commonwealth country" in the definition of "British" vessels? And is it necessary now to retain references to the English Merchant Shipping Act and the Indian Registration of Ships Act?

3. I should be grateful if the above point could be considered and this Department advised urgently as to any amendments necessary in the "Notes" in question. After your Department has expressed its views, it may be necessary to consult the Collectors of Customs with a view to ensuring that the "Notes" and the statistcis to which they relate conform to each other.

With kind regards,

Yours sincerely,
(Sd.) C. R. B. MENON

S. Jagannathan, Esq., I.C.S.,
Director-General of Shipping,
"Commerce House", Currimbhoy Road,
Ballard Estate, Fort, Bombay.

OFFICE OF THE DIRECTOR-GENERAL OF SHIPPING

D. O. No. 4-CD(3)/51.

COMMERCE HOUSE, BALLARD ESTATE, BOMBAY.
the 19th June, 1953.

MY DEAR MENON,

Will you please refer to your D.O. letter No. 1390/Q1/T. dated 11th February, 1953, regarding the Introductory Notes and Explanatory Notes, in so far as they relate to Shipping, included in your Department's publications.

2. We consider that the two questions raised by you, namely:

(a) revision of the method of recording shipping statistics; and

(b) scrutiny of the Introductory and Explanatory Notes relating to shipping

are closely related and that their consideration cannot be taken up separately.

3. As the present arrangements stand, the Introductory Notes, appearing under "Shipping" in your relevant publications, state that in the case of foreign vessels, "if on their inward voyage they enter a port in India to discharge only a part of their cargoes and then proceed to other ports in India, their clearances and entries after arrival at the first port are recorded in the Coasting Trade whether the ship "Coasting Cargo" or not, for the foreign voyage is deemed to have ended on arrival at the port where part of the cargo is first discharged". The effect of these arrangements is that the particulars of certain foreign vessels are included in the Coasting Trade figures, notwithstanding the fact that the vessels did not load or discharge purely coastwise cargo. Consequently the existing Coasting Trade figures do not present a true picture of the movement of Coastal Shipping and it seems necessary to revise the present basis relating to such figures. It will thus be clear from this instance that if you deal with the issue mentioned at (b) now separately, the overall position will require a revision when the other question comes up for consideration later on.

4. You mention "Pakistan ships seem to be foreign ships seem under the above definition, though I presume they are treated as British under your Acts". As far as we are aware, Pakistan ships are registered under the M. S. Act and fly the British flag but Pakistan has its own Register. Similarly, ships of certain other Commonwealth countries also fly the British flag. The other Dominions have their own Acts as well as Registers and their ships fly a modified form of the British flag. We do not know how the tonnages of all these countries are recorded at present in your accounts and I can only say that the entire position will have to be reviewed and decisions taken regarding the recording of tonnages under the various headings, British, foreign, etc.

5. As the Ministry of Transport have already appointed a Committee (of which you are a member) to go into the question of Shipping statistics, I suggest that any of the matters concerning the revision of the Introductory and Explanatory Notes, etc., which you wish to raise, may appropriately be brought before the Committee, and in the meantime there appears to be no harm in allowing the statistics to be recorded as at present.

Yours sincerely,

(Sd.) P. R. SUBRAMANIAN.

Shri C. R. B. Menon.

Director General of Commercial Intelligence & Statistics,

1, Council House Street, Calcutta.

APPENDIX X

LIST SHOWING PERSONS INTERVIEWED BY THE CHAIRMAN AND THE MEMBER-SECRETARY AT BOMBAY

Individually by the Chairman:

1. Shri C. H. Bhaba, Chairman, Eastern Shipping Corporation.
2. Shri G. B. Kotak, Chairman, Stores Purchase Committee.
3. Shri B. D. Kasbekar, Assistant Controller, Exchange Control Department Reserve Bank of India.
4. Shri D. L. Mazumdar, I.C.S., Offg. Secy., Department of Economic Affairs

Jointly by the Chairman and the Member-Secretary (Govt. of India):

1. Shri M. D. Bhansali, I.C.S., Chief Secretary, Bombay Government.
2. Shri N. G. Dravid, I.C.S., Secretary, P.W.D. Bombay Government.
3. Shri K. L. Punjabi, I.C.S., Former Secretary, Development Department, Bombay Government.
4. Shri G. D. Kapadia, I.C.S., Secretary, Development Department, Bombay Government.
5. Shri G. N. Godse, Deputy Secretary, P.W.D., Bombay Government.
6. Shri J. W. Orr, I.C.S., Former Collector of Central Excise, Bombay.
7. Shri M. L. Mehta, Collector of Central Excise, Bombay.
8. Shri G. B. Kotak, Chairman, Stores Purchase Committee.
9. Shri A. N. Sattanathan, Former Collector of Customs, Bombay.
10. Late Shri N. M. Buch, I.C.S., Former Director-General of Shipping
11. Shri B. R. Patel, I.C.S., Director-General of Shipping.
12. Shri P. J. Jeejibhoy, Deputy Controller, Exchange Control Department, Reserve Bank.
13. Shri V. G. Phendarkar, Former Director, Research Department, Reserve Bank.
14. Shri K. N. R. Ramanujam, Deputy Director, Research Department, Reserve Bank.
15. Shri F. D. Deshmukh, Department of Research & Statistics, Reserve Bank.
16. Shri Bhagwat, Hollerith (India) Ltd.—A demonstration of Hollerith Tabulating Machines was also witnessed.
17. Shri R. B. Ghatge, Protector of Emigrants, Bombay.

Individually by the Member-Secretary:

1. Mr. D. Bryan, Former Principal Trade Commissioner of United Kingdom in Bombay.
2. Mr. F. Orvin, Consul-General for Norway in Bombay.
3. Capt. Davies, Nautical Adviser, Government of India, Directorate-General of Shipping.
4. Capt. Keith, Chief Surveyor, Government of India, Directorate-General of Shipping.
5. Shri C. P. Srivastava, I.C.S., Deputy Director General of Shipping.
6. Shri C. A. Buch, Officer on Special Duty (Sailing Vessels), Government of India, Director-General of Shipping.
7. Dr. D. Chowdhury, Port Health Officer, Bombay.
8. Shri V. Vaz, Docks Manager, Bombay Port Trust.
9. Shri E. H. Simoes, Secretary, Bombay Port Trust.
10. Shri I. B. Das Gupta, Chief Accountant, Bombay Port Trust.
11. Shri S. D. Chitter, Deputy Secretary, Bombay Port Trust.
12. Shri C. Madhavarao, Deputy Chief Accountant, Bombay Port Trust.
13. Capt. A. C. Vint, Deputy Conservator, Bombay Port Trust.

APPENDIX XI

STATISTICS COLLECTED AND MAINTAINED AND STATISTICS COLLECTED, MAINTAINED AND PUBLISHED BY THE MAJOR PORTS

Calcutta	Bombay	Madras	Vishakapatnam	Cochin	Kandla
<i>Authority Controlling the Port:</i>					
The Port enjoys a large amount of autonomy; ultimate control how- ever in certain matters mentioned in the Calcutta Port Act lies with Ministry of Transport, Govt. of India.	The Port enjoys a large amount of autonomy; ultimate control how- ever in certain mat- ters mentioned in the Bombay Port Act lies with Ministry of Transport, Govt. of India.	The Port enjoys a large amount of autonomy; ultimate control how- ever in certain mat- ters mentioned in the Madras Port Act lies with Ministry of Transport, Govt. of India.	Railway Board, Minis- try of Railways, Gov- ernment of India.	Ministry of Transport, Government of India.	Ministry of Transport, Government of India.
<i>Authority Administering the Port:</i>					
The Commissioners for the Port of Calcutta.	Trustees of the Port.	Trustees of the Port.	Administrative Officer, Vishakapatnam Port. There is, however, a Port Advisory Body assisting him.	Administrative Officer, Cochin Port. There is, however, a Port Advisory Body assist- ing him.	Development Commis- sioner, Port of Kandla.
<i>Authority Collecting and Maintaining Statistics:</i>					
The Port Authorities themselves.	The Port Authorities themselves.	The Port Authorities themselves.	The Port Authorities themselves.	The Port Authorities themselves.	The Port Authorities themselves.
<i>I. Statistics Collected and Maintained:</i>					
<i>(a) Cargo Statistics:</i>					
<i>(i) By Steamers:</i>					
(1) <i>Tonnages of various commodities imported and exported</i>	Maintained.	Maintained.	Maintained.	Maintained.	Maintained.
(2) <i>Tonnages of various commodities imported and exported broken up into coastal and foreign trades:</i>	Maintained.	Maintained.	Maintained.	Maintained.	Maintained.
At present main- tained lumped together for foreign and coas- tal trade, but	Maintained.	Maintained.	Maintained.	Maintained.	Not maintained at present, but will be done when the port starts functioning.

Calcutta	Bombay	Madras	Vishakapatnam	Cochin	Kandla
may be broken up, if required. This Port however maintains for Departmental purposes monthly statistics showing tonnages of commodities according to regions from which they were imported and the regions to which they are exported.				gether with the regions from which they were imported or exported.	
<p>(3) <i>Tonnages of cargo classified according to Flags, lines and Agents (broken up into coastal and foreign):</i></p> <p>Maintained flag-wise (coastal and foreign separately) but not line-wise and agent-wise.</p> <p>Maintained.</p> <p>Flag-wise statement maintained under the following columns :</p> <p>(1) Nationality. (2) No. of vessels entered the port during the month. (3) Tonnages of imports and exports, separately for coal, oil and foodgrains. Tonnages of cargo handled by different shipping lines are maintained lumped together for foreign and coastal. This may be separated if required.</p> <p>(1) Nationality. (2) No. of vessels entered the port during the month. (3) Imports broken up into oils, foodgrains and other commodities which are again separately shown according to foreign, coastal and near trade regions. (4) Exports broken up into foreign, coastal</p>					
					Maintained flag-wise and line-wise, but not agent-wise. This port also maintains a monthly flag-wise statement showing tonnages of imports (oils, foodgrains, other cargoes and total) and exports broken up into foreign and coastal cargoes according to different flags.

and near trade regions.

(5) Grand total. Statistics are not maintained according to lines or agents.

(4) *Tonnages according to Dry Cargo Vessels and Tankers :*

Not maintained but could be compiled and supplied in future. Maintained.

Not maintained, but could be compiled from available statistics. No tankers arrive at this Port.

(5) *Tonnages of transshipment cargo :*

Not maintained but could be maintained in future. Not maintained but present but could be maintained in future.

Total tonnages of transshipment cargo, imports and exports separately are maintained.

Not maintained at present but could be maintained in future.

(ii) *Cargo and Passengers by Sailing Vessels as well as their net Registered Tonnages :*

Figures for total tonnages of cargo carried by sailing vessels are maintained. The traffic by sailing vessels is however very small. No separate figures maintained for their Nos. and N. R. Ts. Number of sailing vessels as well as their net registered tonnages are available. Total tonnages of cargo loaded or unloaded from sailing vessels maintained. Number of passengers embarked and disembarked by sailing vessels are not maintained.

Tonnages of cargo (commodity-wise) landed from or loaded into sailing vessels are maintained. The figures for their number and N.R.Ts. are also maintained. No separate statistics maintained for passengers carried by sailing vessels.

There is practically very little traffic by sailing vessels at this port. But the No. and net registered tonnages of sailing vessels are maintained. No separate figures are however maintained for cargo carried by sailing vessels. There is no passenger traffic at this port.

Statistics of number and net registered tonnages of sailing vessels together with the commodities and tonnages of cargo carried by them are maintained. Statistics of passengers by sailing vessels are not maintained.

A separate register is maintained for sailing vessels which gives the number of sailing vessels, its tonnages and the cargo brought into or loaded at the port. Statistics are maintained for passengers by sailing vessels for the ferry service.

Calcutta	Bombay	Madras	Vishakapatnam	Cochin	Kandla
<p>(b) <i>Shipping Statistics:</i></p> <p>Number and tonnages of ships that enter or clear with cargo or in ballast in coastal and foreign trade are maintained.</p>					
<p>Number and tonnages of ships that enter and clear the port (with cargo and in ballast) are maintained. Separate statistics for vessels entered in ballast are not maintained.</p>	<p>Number and net registered tonnage of vessels that enter and clear (with cargo and in ballast) are maintained. Separate statistics for vessels arriving or clearing in ballast are not maintained.</p>	<p>Number and net registered tonnage of ships which enter and clear the port separately for foreign coastal trade are maintained. Separate statistics for ships entering or clearing with cargo or in ballast are not maintained.</p>	<p>Number and net registered tonnages of vessels that enter and clear, separately for coastal and foreign vessels, are being maintained. Separate statistics are not maintained for vessels entering or clearing in ballast.</p>	<p>A shipping register is maintained showing the names of coastal and foreign ships which touch the port together with their registered tonnage. Hence such statistics can be compiled.</p>	
<p>(c) <i>Passenger Statistics :</i></p> <p>Figures are maintained showing total number of passengers embarked or disembarked separately for saloon and deck. Statistics of passengers according to lines or flags of ships are not maintained.</p>					
<p>Statistics of passengers embarked and disembarked are maintained in two categories for saloon and deck and according to certain regions. Statistics of passengers according to lines or flags of ships are not maintained.</p>	<p>Figures are maintained for total passengers for saloon and deck and also according to regions. Statistics of passengers according to lines or flags of ships are not maintained.</p>	<p>No such statistics are maintained, as the passenger traffic is nil or negligible.</p>	<p>Separate figures are maintained for total number of passengers male, female and children separately but not by class of travel but according to regions. Statistics of passengers according to lines or flags of ships are not maintained.</p>	<p>No passenger steamer touches the port. A list showing passengers embarked and disembarked by the ferry service between Kandla and Navlakhi is maintained.</p>	
<p>(d) <i>Statistics for riverine or creek—Imports and Exports :</i></p> <p>Statistics are maintained of imports and exports carried by inland steamer companies into and from Calcutta area. A monthly statement is prepared and sent to the Ministry of Transport showing tonnages of imports and</p>					
<p>This does not apply to this port.</p>	<p>This does not apply to this port.</p>	<p>This does not apply to this port.</p>	<p>This does not apply to this port.</p>	<p>Such statistics are not maintained. It is also not possible to maintain the figures, as such cargo are dealt with in private jetties and godowns.</p>	<p>This does not apply to this port.</p>

exports (commodity-wise) brought into or taken away from the Calcutta area by the inland vessel. These statistics do not show how much of the traffic of a particular commodity is exported into a sea going vessel or derived from imports. The riverine traffic by the country-crafts is insignificant. Particulars of the same are not maintained.

(e) *Statistics relating to turn-round of vessels :*

No such statistics were being hitherto maintained, but statistics relating to turn-round of vessels are being compiled at present. The basis of this information is the 24 hours work statement of the vessels.

Daily statement of work done by vessels at quays gives particulars of timings of arrivals, berthing, shifting, tonnages discharged and loaded from 6 a.m. to 6 a.m. the following day, the actual working hours, the tonnages of imports and exports, etc. The period lost in waiting for berth and also the hours when the ships lie idle can be calculated from the various timings. The closing entry gives the average tonnage

Particulars about the working of vessels are being collected of late for departmental information.

Not maintained.

Calcutta	Bombay	Madras	Vishakapatnam	Cochin	Kandla
----------	--------	--------	---------------	--------	--------

handled per day during the vessel's stay in the port. Besides this, a special statement is made out showing the turn-round of colliers and other vessels at the port every week.

(f) *Miscellaneous Statistics :*

- (a) *Number of lighthouses; light vessels and other aids to navigation and the places where they are located.*
- (b) *Number of Moorings and Buoys in the port and the port approaches.*
- (c) *Number of Pilot vessels and the number of tugs in use.*
- (d) *Number of Pilots, Harbour Masters, Berthing Masters, etc., employed at the Port for piloting the vessels.*
- (e) *Number of Wireless Stations and Radars in use at the Ports.*
- (f) *Number of Dredgers in use together with the types of Dredgers in service at the Port.*
- (g) *Number of Survey vessels, etc.*

Such statistics are maintained.

Such statistics are maintained.

Such statistics are maintained.

Such statistics are maintained.

Such statistics are maintained.

(g) *Statistics maintained for Departmental use :*

This Port maintains for Departmental use a large number of statements containing statistics of cargo, ships, etc. The Port Authorities have however drawn attention to a particular statement prepared monthly for departmental use, showing tonnages of

The Port Authorities mention following statements :—
(1) Daily Statement of work done by vessels at quays. It is submitted by various Traffic Sections to the Traffic Manager's Office daily.
(2) Register of Monthly tonnage of

The Port Authorities mention following statements :—
All monthly—
(1) Statistics of Imports & Exports under the headings :
For Imports (foreign & coastal separately).
(a) Description of cargo.

The Port Authorities mention following statements :—
(1) Daily position of ships in Port. A register showing the names of steamers that entered and cleared the Port with the berth they entered and the berth from which they left,

Nil.

various commodities imported and exported according to the regions from which they were imported or regions to which they were exported.

Statement.

(2) Daily statement showing the number of various nationalities that entered the Port.

(3) Weekly figures of vessels working in the Docks showing whether they are loading, discharging, repairing, idling, etc.

(4) Monthly statement showing the number of vessels which earned and which missed the Incentive Bonus.

(5) Miscellaneous statistics and/or in respect of the discharge loading or clearance of commodities which need special watching.

general cargo landed over (a) Quays, (b) Moorings, and (c) Oil berths. The coal tonnage is given separately.

(3) Progressive Register of Imports and Exports for the month:

Landed Tons and Progressive Tons for exports under the sub-divisions.

(a) The Register for the Imports shows of General cargo, Food Grains, Fertilisers, Coal, Oil and total.

(b) The Register for the Exports shows Land Tons & Progressive Tons for exports under the sub-divisions of Groundnut oil in bulk, Groundnut oil in drums, General cargo shipped and total.

(b) Consigned for.
(c) Quantity in tons. For exports (foreign and coastal separately) (a) Description of cargo.

(b) Consigned to.
(c) Quantity in tons. Commodity-wise statement of Imports and Exports under the headings:

Imports and Exports separately.

(a) Commodity.
(b) Tonnage for the month of the current year and previous year as well as cumulative totals.

(3) Statement showing Number and tonnages of vessels under the headings:

Vessels entered and cleared separately.

(a) Number.
(b) Net Registered tonnage for the current month of vessels during that year as well as the corresponding month of previous two years and the cumulative totals.


(4) Flag-wise statistics under the headings:

together with the names of steamers and the berth at which they are lying at 9 a.m. on each day is being maintained for the purpose.

(2) Daily statement showing the turn-round of each import and export vessel. This statement which is maintained for every vessel shows the number of hatches and hooks worked, number of hours worked, tonnage landed (or shipped) day and nights separately and remarks showing detentions, etc.

(3) Daily statements showing tonnage of cargo imported and exported and number of ships in port :—

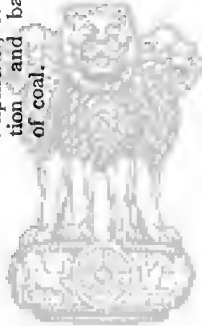
The tonnages of imports are sub-divided into tonnages of food-grains, general cargo, coal and mineral, whereas the exports are sub-divided into

Calcutta	Bombay	Madras	Vishakapatnam	Cochin	Kandla
					
<p>Import and Export separately.</p> <p>(a) Nationality for Foreign, Coastal and Burma, Pakistan, and Ceylon Ports.</p> <p>(5) Traffic Review showing No. of vessels and total imports and exports (principal commodities also shown under exports).</p> <p>(6) Shipping Statistics showing No. of vessels (foreign and coastal separately) of vessels entered and cleared for the particular month or the current and previous year and cumulative totals.</p> <p>(7) Trade statistics showing tonnages of imports and exports and cumulative totals.</p> <p>(8) Stock of exports cargo lying on hand.</p> <p>(9) Statement showing the period during which berths were occupied during the month.</p> <p>(10) Statement showing</p>					
<p>tonnages of general cargo and vegetable oils.</p> <p>(4) Weekly summaries of work done at the ports wharf showing :—</p> <p>(a) Name of vessels berthed at the wharf.</p> <p>(b) Crane Work.</p> <p>(c) Arrival and departure of cargo by road.</p> <p>(d) Arrival and departure of cargo in and from transit shed.</p> <p>(e) Boating of cargo.</p> <p>(f) Storage accommodation.</p> <p>(g) Open space.</p> <p>(5) Weekly statement showing total imports and exports at the port.</p> <p>(6) Fortnightly statistics of imports and exports at the wharf showing :—</p> <p>(a) Cargo loaded (vessel's name and tonnage of cargo loaded).</p> <p>(b) Cargo shipped (vessel's name and tonnage of cargo</p>					

tonnages of imports and exports dealt with at wharfs and moorings for the month of the particular year and previous two years.

(11) Statement showing shipper's receipts and shipments and closing balances of M/ore, I/ore and Bauxite ore (also weekly).

(12) Statement showing shipper's receipts, shipments, consumption and balances of coal.



सत्यमेव जयते

shipped).
(c) Tonnage of Import cargo lying at the wharf area awaiting delivery and/or reshipment.

(d) Storage accommodation at the sheds.

(7) Statistics showing tonnage of principal commodities imported and exported according to origin and destination.

(a) Imports under the columns :—

(i) Commodities and places from which imported.

(ii) Tonnages for three months of the quarter separately.

(b) Exports under the columns :—

(i) Commodities and places to which exported.

(ii) Tonnages for three months of the quarter separately.

(8) Statistics of imports showing principal commodities—wharf and stream separately.

(a) Imports under the columns :

Kandla

Cochin

Vishakapatnam

Madras

Bombay

Calcutta

- (i) Commodities.
(ii) Tons and dues discharged in stream and wharf separately.
(iii) Total tonnage and dues under the columns.
(i) Commodities.
(ii) Tons and dues shipped in stream and at wharf separately.
(iii) Total tons and dues.

(h) Statistics (other than the Annual Administration Reports) submitted to the Port Commissioners, Port Trustees or Members of Advisory Bodies : Nil.

- The following monthly statements are circulated to the Port Commissioners :—
- (1) Statement showing No. and net tonnages of vessels other than country crafts which entered and left the port, as compared with similar figures for the corresponding months, of the previous two years. The statement is broken up into following columns :
(a) Entered from :
(i) Foreign ports.
- (1) Comparative statement of Dead-weight Tonnage of Imports and Exports.
A statement is compiled every month showing the dead weight tonnage of imports and exports at the Port during the month and to the end of the month of the current year and for the corresponding periods of the preceding year. The traffic at the Docks and at the Bunders is shown separately.
- (2) No. and tonnage of vessels engaged in trade which entered or left the port (Monthly).
(3) Shipment of raw and tanned hides from....to....to U.K., Europe, and U.S.A. (Qtrly.).
(4) Statement of tonnages carried by the various lines during the years 1951-52, 1952-53 (Annual).
- Quarterly statistics showing monthly imports and exports of principal commodities and the number and tonnage of vessels entered and cleared in foreign and coastal trade during the current year and corresponding months of the previous years..... are circulated at quarterly meetings of the Port Advisory Committee.

- (5) Statement of tonnage of principal imports for 10 years (Annual).
 (6) Statement of tonnage of principal exports for 10 years (Annual).
 (7) Statement of vessels called at the Port of Madras, their tonnage, Port dues, mooring fees levied during the last 5 years.



- (2) Number and tonnage of vessels engaged in trade which entered and left the Port.

Statements are submitted showing the number and net registered tonnage of vessels that entered the port during the month and to the end of the month during the year and the number that was cleared from the Port. These statements show separately the particulars relating to vessels engaged in foreign trade and coastal trade and U. K. Government vessels, etc., corresponding figures for the preceding year are also shown in the statements. These statements do not include figures relating to H.M. & I.N. Ships, foreign Men of War and ferry steamers.

- (3) Flag-wise statement of cargo discharged and loaded. This statement shows the nationality and

- (4) Coasting ports.
 (iii) Burma.
 (iv) Unknown.
 (v) Total for the month.
 (vi) Brought forward from last monthly statement.
 (vii) Total for 12 months
 (2) Statement showing tonnage of imports and exports for the month of the corresponding months of the two previous years. The tonnages of the imports and exports are again broken up into the following columns :—
 (i) Docks and jetties.
 (ii) Overseide.
 (iii) Total for the month.
 (iv) Brought forward from the last monthly statement.
 (v) Total for 12 months.
 (3) A statement showing tonnages of commodities imported from 1st April to the end of the month and corresponding period for last 2 years. The imports are broken up into 54 commodities and the rest as sundries. The imports are also shown as landed separately.

Kandla

Cochin

Vishakapatnam

Madras

Bombay

Calcutta

- (1) Jetty & Dock.
 (2) Stream.
 (3) Total.
 (4) A statement showing tonnages of commodities exported from 1st April to the end of the month and corresponding periods for the previous two years. The exports are broken up into 40 commodities and the rest as sundries. The tonnages of these commodities are again shown as ported :—
 (1) From Dock.
 (2) From Stream.
 (3) Total tons.
 These 4 monthly statements are printed as Appendices to the Commissioners' Meeting Agenda.
- the number of vessels working at the Docks and Bunders during the month and the dead weight tonnage of Imports and Exports relating to all the ships of each nationality and relating to the month and the period from the 1st April of the year to the end of the month. The tonnages shown include also overside traffic. A breakdown on a "per line" basis is attached to the statement (Mly.).
 (4) *Statement showing vessels delayed for want of suitable berths in the Docks (Mly.).*
 (5) *Comparative statement of traffic at the Docks Duty paid and Bonded Warehouses (Mly.).*
 (6) *Details of Imports and Exports of principal commodities (Quarterly).*

This statement shows the quantities of imports and exports of



certain principal commodities and the wharfage collected on them to the end of the quarter, and also for the corresponding period of the preceding year.

(7) *Statement of vessels using the Hughes and Maruweather dry Docks.*

(NOTE : Monthly statements 3 and 4 above and quarterly statement No. 6 are circulated.)

(i) *Statistics (other than the Annual Administration Reports) submitted to Government and other Bodies :*

(a) *Central Government Organisations :*

(1) *To the Ministry of Transport, Government of India :*

Daily : Nil.
Weekly : Nil.
Fortnightly : A confidential report which contains certain statistics about cargo, turn-round of vessels and labour statistics. Monthly : A copy of the statistics of riverine imports and exports.
Quarterly : Nil.
Annually : Annual Administration Report.

Daily : A statement showing the position of foodgrains traffic.
Weekly : A letter, showing the traffic position.
Fortnightly : A confidential report which contains certain statistics about cargo, turn-round of vessels and labour statistics.
Monthly : (1) A comparative statement of dead-weight tonnage of imports and exports;

Daily : Nil.
Weekly : Nil.
Fortnightly : same as in the case of Calcutta and Bombay.
Monthly : Flag-wise statement of cargo discharged and loaded by various vessels during the month.
Quarterly : (1) Comparative statement showing the total tonnage of imports and exports for the quarter.
(2) Comparative statement showing the

Daily : Nil.
Weekly : Nil.
Monthly : A statement headed "Share of Indian and foreign shipping engaged in India's foreign trade" and containing the following particulars : Nationality of vessels; No. of vessels entering the Port; Tonnages of imports separately for oils, foodgrains and other commodities broken up into foreign, coastal, and near trade regions;

Daily : Food Grains Bulletin.
Weekly : Nil.
Fortnightly : (1) D. O. letter on Port Working.
(2) Return of foreign ships visiting the Port.
(3) Return showing vacant space in the transit sheds.
Monthly : (1) Report on Port Working.
(2) Progress Report.
(3) Flag-wise statement of cargo loaded and unloaded.

Daily : Nil.
Weekly : Nil.
Monthly : Progress Report on various aspects of cargo, Shipping and other particulars.
Annually : Nil.

Kandla

Cochin

Vishakapatnam

Madras

Bombay

Calcutta

- (2) A statement showing the number and tonnage of vessels engaged in trade which entered and left the Port;
- (3) Flag-wise statement of cargo discharged and loaded.
- Quarterly : A comparative statement of dead-weight tonnage of imports and exports.
- total tonnage of imports and exports of coastal cargo, for the quarter.
- (3) Comparative statement showing the tonnage of imports from Europe and America for the three months.
- (4) Comparative statement showing the tonnage of coal imported by sea and rail for the quarter.
- (5) Comparative statement showing the number of steamers that arrived during the quarter.
- (6) Statement showing the tonnage of cargo imported and exported at the Port.
- (7) Statement showing the tonnage of group-nuts exported for the quarter.
- (8) Statement showing the tonnage of group-nut oil exported in bulk and in drums for the quarter.
- (9) Statement showing the tonnage of mineral oils imported during the quarter.
- (10) Statement showing
- Tonnages of exports broken up into foreign, coastal and near trade regions.
- Quarterly : Nil.
- Annually : Annual Administration Report.
- Quarterly : Statistics of the tonnage of cargo imported and exported in respect of six principal commodities and others grouped together as miscellaneous.
- Annually : (1) Annual Administration Report.
- (2) Statistics showing the tonnage of imports and exports by commodities including the copies for display in the Administration Intelligence Room, Ministry of Transport.

the tonnage of food-grains imported during the quarter.

(11) Shipment of raw and tanned hides from and to the U. K., Europe and U. S. A.

(12) Statement of ores and scrap iron exported from the Port to various countries during the quarter. Annually : (1) Annual Administration Report.

(2) Port statistics showing dead-weight tonnage of imports.

(2) *To the Director-General of Shipping, Bombay :*

Monthly : 1. Flag-wise statement of cargo discharged during the month.
2. Flag-wise statement of cargo loaded for the month.
Annually : A copy of the Annual Administration Report.

Monthly : Copies of statements circulated to the Trustees for noting and return, from which the D.G. Shipping prepares :

(i) Flag-wise statement of cargo discharged and loaded during the month.
(ii) Cargo carried by the Indian shipping companies during the month.

Monthly : 1. Flag-wise statement of cargo discharged and loaded by various vessels during the month.

2. Portwise statement of cargo discharged and loaded by various vessels during the month.

Annually : A copy of the Annual Administration Report.

Monthly : A statement showing share of Indian and foreign shipping in India's Foreign Trade during the month.

Annually : A copy of the Annual Administration Report.

Daily : A statement showing movement of Indian shipping.
Monthly : Flag-wise statement of cargo loaded and unloaded during the month.
Annually : A copy of the Annual Administration Report.

3. *To other Central Government Organizations :*

Nil
(1) A statement showing the quantity of oil seeds and oils, excluding fuel oil,

Nil.

Daily : Foodgrains bulletin to Food Ministry, Government of India.

Calcutta	Bombay	Madras	Vishakapatnam	Cochin	Kandla
----------	--------	--------	---------------	--------	--------

exported from this Port every week is furnished to the Secretary, Indian Central Oilseeds Committee, New Delhi.

(2) A daily statement showing the traffic position in respect of foodgrains is furnished to the Government of India.

Weekly : Coastal shipping programme—to Coal Commissioner, Calcutta.

Fortnightly: (1) Return of foreign ships visiting the Port.

(2) Names and types of steamers arrived and departed to commodore in charge, Cochin.

Monthly: (1) Flag-wise statement of cargo loaded and unloaded—to Collector of Customs, Cochin.

(2) Imports and exports of principle commodities (tonnages and duties levied)—to Ministries of Commerce.

(3) Tonnages of total imports and exports (with separate figures for stream and wharf) with comparative figures for corresponding period in the previous 2 years (Mly.)—Ministry of Commerce.

(4) Number and tonnage of steamers and sailing vessels with comparative figures for corresponding period in previous 2 months (Mly.).



सत्यमेव जयते

(ii) *State Governments :*

Nil.

Nil.

An annual statement showing the traffic in live stock is sent to the Live Stock Expert of the Government of Bombay, Poona.

Nil.

Nil.

(5) Statistics showing the tonnage of imports and exports by commodities including the copies for display in the Administration Intelligence Room, Ministry of Transport (Annual).

(c) *Commercial Bodies :*

No regular statistics are sent to any commercial bodies.

A copy of monthly statement called "Comparative statement of traffic at the Docks, duty paid and Bonded Warehouses" is sent to the Indian Merchants' Chamber, Bombay; to the Chambers of Commerce, Bombay; and the Bombay Piecegoods Native Merchants Association.

No regular statistics are sent to any commercial bodies. The following statistics are sold to the public : Monthly statements of imports and exports.

(1) Imports and Exports of principal commodities (tonnages and dues levied) (Monthly) (i) Cochin Chamber of Commerce, (ii) Indian Chamber of Commerce, Matancherry and other Chambers.

The Port of Kandla does not publish any Administration Report.

(2) Statistics of cargo lifted and discharged, etc. (Mty.)—Scindia Steam Navigation.

(3) Statistics of export of cotton (Mty.)—Deputy Secy., Clearing

Kandla

Cochin

Vishakapatnam

Madras

Bombay

Calcutta

House, East India Cotton Association, Bombay.

(4) Statistics of the tonnage of cargo imported and exported in respect of six principal commodities and others grouped together as miscellaneous (Qly.)—Cochin Chamber of Commerce.

(5) Graph showing the number of steamers and sailing vessels that entered the Port, etc., with the curves showing the average of past 3 years (Annual)—Cochin Chamber of Commerce.

Nil

This Port publishes its cargo, shipping, passenger, countrycraft and other statistics in its Annual Administration Reports. A copy of the Annual Administration Report is sent to the Ministry of Transport, Govt. of India. A copy is also sent

This Port publishes its cargo and shipping statistics only in its Annual Administration Report. A copy of the Annual Administration Report is sent to the Ministry of Transport, Govt. of India. A copy is also sent to various other Ministries of

This Port publishes its cargo, shipping, passenger, sailing vessels and other statistics only in its Annual Administration Report. A copy of the Annual Administration Report is sent to the Ministry of Transport, Govt. of India.

Statistics as regards cargo, shipping passengers, etc., are only published for general information in the Annual Administration Report of the Port. A copy of the Annual Administration Report is sent to the Ministry of Transport, Govt. of India. A copy is also sent to various other Ministries of the Cen-

Statistics as regards cargo and shipping are only published in the annual Administration Report of the Port. A copy of the Annual Administration Report is sent to the Ministry of Transport, Government of India. A copy is also sent to various other Ministries of the Cen-

II. Statistics Collected, Maintained and Published :

(a) By the Port Authorities :

tral Govt., various Depts. of the State Govts., other Govt., public and semi-public institutions, various Chambers of Commerce, Shipping Companies, etc., important Press Organisations, other Port Trusts, different Missions abroad, etc.

The Administration Report for the year 1952-53 contains the following statistics :

(a) CARGO STATISTICS :

(1) *Appendix 3*—Tonnes of imports and exports. This statement gives the tonnage of imports and exports for 1952-53 and 8 previous years sub-divided as :
(i) Imports at the Calcutta Jetties.

(ii) Imports at the Docks.
(iii) Imports at the Budget Petroleum.

(iv) General exports at Docks

(v) Coal at the Docks.

(vi) Overseide imports.

(vii) Overseide exports.

(2) *Appendix 4*—Imports of various commodities. This gives the tonnages of imports under 54 principal commodities and the rest as sundries for the years

India. A copy is also sent to various other Ministries of the Central Govt., various Depts. of the State Govts., other Govt., public and semi-public institutions, various Chambers of Commerce, Shipping Companies, etc., important Press Organisations, other Port Trusts, different Missions abroad, etc.

The Administration on Report for the year 1952-53 contains the following statistics :

(a) CARGO STATISTICS :

(1) *Appendix C*—Com-

parative statement of principal items of imports and exports (Docks and Bunders combined) during the past 9 years based on audited returns. This statement shows tonnages, bales, gallons, packages, etc., of the principal items of trade. The imports are sub-divided into 59 principal commodities. The exports are sub-divided into 31 principal commodities.

A copy is also sent to various other Ministries of the Central Govt., various Depts. of the State Govts., other Govt., public and semi-public institutions, various Chambers of Commerce, Shipping Companies, etc., important Press Organisations, other Port Trusts, different Missions abroad, etc.

The Annual Administration Report for the year 1952-53 shows the following statistics :

(a) CARGO STATISTICS :

(1) *Statement No. V*—

Statement of tonnage of the principal imports for 10 years ending 1952-53 as derived from the Port Trust Tonnage Statistics for collection of dues (the imports are divided into 13 principal commodities and the rest as all other imports).

(2) *Statement No. VI*—

Statement of tonnage of the principal exports for 10 years ending 1952-53 as derived from the Port Trust Tonnage

the Central Govt., various Departments of the State Govts., other Govt., public and semi-public institutions, various Chambers of Commerce, Shipping Companies, etc., important Press Organisations, other Port Trust, different Missions abroad, etc. Reports are also sold to the public.

The Annual Administration Report for the year 1952-53 shows the following Statistics :

(a) CARGO STATISTICS :

(1) Statistics of imports (in tons) for the years 1949-50, 1950-51, 1951-52. The tonnages are shown for 43 commodities, some of which are again sub-divided into more than one item.

(2) Statistics of exports (in tons) for the years 1949-50, 1950-51 and 1951-52. The tonnages are shown for 53 commodities, some of which are again sub-divided into more than one item.

(3) SHIPPING STATISTICS :

(1) Statistics showing

to various Departments of the State Govts., other Govts., public and semi-public institutions. various Chambers of Commerce, Shipping Companies, etc., important Press Organisations, other Port Trusts, different Missions abroad, etc.

The Annual Administration Report for the year 1952-53 shows the following statistics :

(a) CARGO STATISTICS :

(1) Total tonnage of imports and exports for the year under review and the preceding 5 years.

(2) Tonnages of imports and exports for the year under review and the preceding year, foreign and coastwise separately.

(3) Tonnages of commodities imported during the year under review and the previous year (imports are shown for 12 principal commodities and the rest as all other commodities).

Calcutta	Bombay	Madras	Vishakapatnam	Cochin	Kandla
<p>1950-51, 1951-52 and 1952-53, sub-divided into Imports at Jetty and Dock and at stream.</p> <p>(3) <i>Appendix 5</i>—Exports of various commodities. This statement gives the tonnages of exports under 40 principal commodities and the rest as sundries for the years 1950-51, 1951-52 and 1952-53 sub-divided into exports at the Docks and at stream.</p>	<p>(2) <i>Appendix C(1)</i>—Comparative statement of principal items of imports and exports (Docks and Bunders combined) during the past 9 years, in dead-weight tons, based on audited returns. This statement shows tonnages of imports and exports sub-divided into 59 principal commodities and the rest as miscellaneous in case of imports and 31 principal commodities and the rest as miscellaneous in case of exports.</p> <p>(3) <i>Appendix K</i>—Statement showing tonnages discharged at and loaded from Docks and Bunders by various agencies and shipping companies. This statement gives the number of vessels as well as the tonnages of imports and exports at Docks and Bunders sub-divided into foreign and coastal according to the various agents</p>	<p>Statistics for collection of dues (the exports are divided into 8 principal commodities and the rest as all other exports).</p> <p>(3) <i>Statement No. VIII</i> Statement of tonnage carried by—</p> <p>(a) Vessels of various lines.</p> <p>(b) Colliers.</p> <p>(c) Sailing vessels.</p> <p>(d) Others frequenting the port during the years 1951-52 and 1952-53.</p> <p>(4) <i>Statement No. IX.</i> Statement showing the tonnage of cargo discharged and loaded by vessels of different flags during 1952-53. Besides, the above statements, the following cargo statistics are also given in Part I—Descriptive Portion of the Administration Report.</p> <p>(i) The tonnage of imports and export which were handled by the port during</p>	<p>the number of vessels that entered tonnage and port dues collected during the year 1951-52. This statement is sub-divided into foreign vessels of all nationalities and coasting vessels. Foreign vessels are again sub-divided into vessels trading with Strait Settlements or Ceylon and other vessels. The coasting vessels are sub-divided into sailing vessels and steamers.</p> <p>(2) Statement showing the number of ships together with their net registered tonnage that entered the port during the years 1950-51 and 1951-52. The vessels are sub-divided into the following groups, foreign going, coastal, I. N. vessels and hired transports.</p> <p>(c) <i>PASSENGER STATISTICS:</i> No statements are published in the Annual Administration Report. As mentioned before this Port has</p>	<p>(4) Tonnages of commodities exported during the year under review and the previous year (exports are shown for 12 principal commodities and the rest as all other commodities).</p> <p>(5) Tonnages of coal and liquid fuel used as bunkers for the particular year and the previous year.</p> <p>(6) Number of ships that worked at the wharves and the tonnage of cargo handled during the year and the preceding 5 years.</p> <p>(7) <i>Appendix XI</i>—Statement of tonnages of cargo imported into the port of Cochin during the years 1949-50, 1950-51, 1951-52 (imports are broken up into 25 principal commodities and the rest shown as miscellaneous).</p> <p>(8) <i>Appendix XII</i>—Statement of tonnage of cargo exported from the port of Cochin during the</p>	

- cargo, petrol and other miscellaneous.
- (ii) *Departure from Port: Foreign*—General cargo coal, ballast. Other coal, ballast. Other miscellaneous.
- (3) *Appendix 7*—Tonnes discharged and loaded by vessels of different flags for 1952-53. This statement is divided into imports and exports and each of these is again sub-divided into coastal and foreign, jetties and docks and overseas separately. The vessels under 31 flags are shown separately. The Administration Report for 1952-53 does not contain any statistics about passengers, sailing vessels or any other matter.
- (4) *Appendix K (1)*—Statement showing tonnages discharged at and loaded from the Docks and Bunders by vessels of different flags during 1952-53. This statement shows the number of vessels as well as the tonnages of imports and exports unloaded and loaded at Docks and Bunders separately for foreign and coastal traffic according to the flags of the vessels.
- (5) *Appendix L (2)*—Statement showing tonnages discharged and loaded from the docks and bunders by various shipping lines during 1952-53. This statement shows the number of vessels and tonnages of imports and exports unloaded and loaded at docks and bunders in foreign and coastal traffic separately according to the agents and the lines.
- (6) *Appendix L*—Statement showing in-
- the particular year and some previous years.
- (ii) Tonnes of imports and exports for the years concerned and four previous years, broken up into foreign and coasting cargo separately.
- (iii) The tonnages of rice, wheat and other foodgrains that arrived during the year and the previous 5 years.
- (iv) The tonnages of Chemical Manure for the year concerned and the previous year.
- (v) The tonnages of coal imported and transhipped for the past 6 years.
- (vi) A comparative statement showing the tonnages of principal commodities other than Food, Chemical Manure and coal, imported during the past 2 years.
- (vii) A comparative statement showing the tonnages of bunker coal and bunker liquid fuel shipped for the current year and some previous years.
- (d) CARGO AND PASSENGERS CARRIED BY SAILING VESSELS : Both the shipping statements mentioned above have columns to show the number and net registered tonnage of sailing vessels that entered the port.
- (e) OTHER STATISTICS : Interesting statements are given in the descriptive part of the Administration Report showing the availability of the berths, the number of days the berths were occupied, marine accident, etc.
- years 1949-50, 1950-51 and 1951-52 (the exports are broken up into 24 principal commodities and the rest as miscellaneous).
- (9) *Appendix XIII*—Statement of tonnage of import cargo handled at the Willingdon Island wharves during 1949-50, 1950-51 and 1951-52 (the imports are broken up into 14 principal commodities and the rest as miscellaneous).
- (10) *Appendix XIV*—Statement of tonnage of exports cargo handled at the Willingdon Island wharves during 1949-50, 1950-51 and 1951-52 (the exports are broken up into 11 principal commodities and the rest shown as miscellaneous).
- (b) SHIPPING STATISTICS: (1) The number and tonnage of steam and motor ships and sailing vessels that entered and cleared the port during the year under review and the previous year. The number of vessels that called at

Calcutta	Bombay	Madras	Vishakapatnam	Cochin	Kandla
----------	--------	--------	---------------	--------	--------

ports of oil and petrol in bulk, based on completed out-turns and exports of fuel oil (bunkered) from the year 1939-40 to 1952-53. Both the imports and the exports are subdivided into the following: Kerosene oil, Fuel oil, Petrol, Turpentine Solvent oil and Vapourising oil.

(7) *Appendix M*—Statement showing cargo handled at Docks and Bunders during the past 6 years. This statement gives the tonnages of imports and exports for the past 6 years.

(b) SHIPPING STATISTICS.

In addition to (a) 3, 4 and 5 mentioned above, the following shipping statistics are also published in the Administration Report of 1952-53.

(1) *Appendix D*—Statement showing the number and net registered tonnage of

rent year and the previous 5 years. (viii) The tonnages of ores shipped during the past 6 years.

(ix) A comparative statement showing tonnages of principal commodities (12 in number) exported during the current year and the previous year.

(x) A comparative statement showing the tonnages of coal and general cargo lightered during the past 6 years.

(b) SHIPPING STATISTICS :

(1) *Statement No. I* Comparative statement of number of vessels called at the port of Madras, their tonnages, port dues and moorings, fees levied during the last 5 years separately for foreign and coastal vessels.

(2) *Statement No. II* Statement showing gross tonnage of vessels under different categories arrived during the year

the port during the past 2 years are again broken up as tankers, colliers, motor boats, tugs, etc., and other merchant vessels.

(2) Statement showing the number of steamers which called at the port during the year 1951-52 indicating separately tankers; colliers, motor boats, tugs, barges, etc., and other merchant vessels for each steamer agent.

(c) PASSENGER STATISTICS :

(i) Statement showing the number of passengers arrived at and sailed from the port of Cochin for the year 1951-52. Passengers are again broken up into categories—male, female and children. These figures again subdivided according to the regions of travel namely :

(1) Ports within the presidency.

(2) Ports beyond the

steam and square rigged Government and merchant vessels which entered the Docks or berthed at the harbour walls and paid dues during the past 10 years.

(2) *Appendix E*.—Statement showing the number and gross registered tonnage of vessels docked in the Mercwether and Huges Dry Docks during the past 10 years.

(3) Statement showing the number, net and gross registered tonnage of vessels which entered the port during the year 1952-53. The vessels are sub-divided into the following categories :

Foreign.—Vessels of 10,000 tons net and above, vessels below 10,000 tons net, sailing vessels over 350 tons net, sailing vessels of 350 tons net and below.

Coastal.—Vessels of 8,000 tons and above, vessels below 8,000 tons net, sailing vessels of over 350 tons net, sailing vessels of 350 tons net

(the categories are foreign, coastal, tankers, colliers, Govt. vessels, sailing vessels).

(c) PASSENGER STATISTICS :

(1) *Statement No. III* Statement showing the number of passengers disembarked and embarked from the Madras Port during the years 1951-52 and 1952-53. This statement shows unberthed and saloon passengers separately and also according to the following regions of travel.

(i) Ports within the Madras State.

(ii) Ports beyond Madras State but within India.

(iii) Ports in Burma.

(iv) Ports in Ceylon.

(v) Ports in Strait Settlements.

(vi) Other ports.

Besides the above statement, the descriptive part of the Administrative Report also contains comparative statement showing the number of passengers embarked and number of

presidency but within India.

(3) Ports in Burma.

(4) Port in Ceylon.

(5) Ports in Strait Settlements.

(6) Other Ports.

(d) STATISTICS OF SAILING VESSELS :

(1) The shipping statistics mentioned above contains the number and the net registered tonnages of sailing vessels for the year under review and the previous year.

(2) Comparative statement of tonnage of goods carried by sailing vessels during the year under review and 5 previous years.

(e) OTHER STATISTICS :
The descriptive part of the Administrative Report contains interesting statistics of value of the trade additional port facilities, lighting service, fire service, etc.

Calcutta	Bombay	Madras	Vishakapatnam	Cochin	Kandla
----------	--------	--------	---------------	--------	--------

and below, tankers, colliers. A separate statement is also shown giving the number and gross registered tonnage of the vessels according to their flags.

(4) *Appendix O*—Statement showing the number and gross and net registered tonnage of vessels (exclusive of ferry steamers) which entered the docks and went along-side harbour walls and Pir Pau Oil Pier during 1952-53 as compared with previous year.

(c) PASSENGER STATISTICS :

(i) *Appendix I*—Statement showing the number of passengers arrived and departed during the official year ended 31st March, 1953, exclusive of passengers by country-craft and harbour ferry. This statement is divided into inward and outward passengers, which is again

passengers disembarked separately for the last 5 years.

(d) STATISTICS OF CARGO AND PASSENGERS BY SAILING VESSELS :

No statement is published separately showing the number and sailing vessels or the cargo and the passengers carried by them. Statement No. I already mentioned above however has a separate column for sailing vessels under the heading "ships which shows the number and tonnages of sailing vessels which called at the port during the last 5 years. Statement No. VIII has also a column for sailing vessels which shows the number of sailing vessels as well as the tonnages of imports and exports carried by them for the corresponding year and the previous year. Statement No. IX already mentioned above has

sub-divided according to saloon and deck passengers. This statement is also divided according to the following regions of travel.

Overseas—Europe (including Aden, Red Sea Ports) Australia (including Colombo) Far East (including Colombo, China, Japan and Strait Settlement Ports) Africa (East and South) America, Persian Gulf (Saurashtra, Cutch Ports, Karachi) and other Ports.

Coasting—West Coast of India (Kanada, Malabar Coast Ports) Konkan Coast, Karachi (including Saurashtra and Cutch ports) and other Ports.

(d) STATISTICS OF SAILING VESSELS—

They are not published separately. The following statements however contain columns for country crafts.

(1) *Appendix K*—This statement has a column for country-crafts, showing the

also a column showing the number of sailing vessels and the tonnages discharged and loaded separately by them.

(e) OTHER STATISTICS :

- (1) *Statement No. X*—Statement of work done by vessels at quays, 1932-53.
- (2) *Statement No. XI*—Dredging statistics.
- (3) *Statement No. XII*—Value of the trade in Madras Port for 8 years. Descriptive part of the Administration Report also contains interesting information about docks, launches, light-houses, buoys, etc.



Calcutta	Bombay	Madras	Vishakapatnam	Cochin	Kandla
----------	--------	--------	---------------	--------	--------

number of sailing vessels and the tonnages imports and exports unloaded and loaded into them at the Docks and Bunders and for foreign and coastal cargo separately.

(2) *Appendix K (1)*—This statement gives figures similar as in (1) above.

(3) *Appendix K (2)*—This statement also gives figures similar to (1) above.

(4) *Appendix N*—This statement has columns to show the number and not registered tonnage of sailing vessels over 350 tons and sailing vessels of 350 tons net and below in foreign and coastal trade separately.

(e) OTHER STATISTICS :
Nil.

(b) *By the Central Government :*

None of these statistics are published by any Central Government Organisations.

(c) *By the State Government :*

None of these statistics are published by the State Government.



APPENDIX XII

STATISTICS COLLECTED AND MAINTAINED, AND STATISTICS COLLECTED, MAINTAINED AND PUBLISHED BY THE MINOR PORTS
Names of the Ports.

1. Orissa Group : 1. Chandbali. 2. Puri. 3. Gopalpur. Chandbali is the only working port; there has been no traffic at Puri and Gopalpur since 1942.
2. Madras & Andhra Group (other than Tuticorin):

Madras : 1. Cuddalore. 2. Porto Novo. 3. Tirumalayasal. 4. Nagapatnam. 5. Toppaturai. 6. Adrampatinam. 7. Tondi. 8. Devipatinam
 9. Pamban. 10. Dhanushkodi. 11. Kilakarai. 12. Kulasekharapatnam. 13. Ponnani. 14. Kozhikode. 15. Badagara. 16. Kallayi. 17. Tel-
 icherry. 18. Cannanore. 19. Azhikkal. 20. Kasargode. 21. Mangalore. 22. Mulki. 23. Malpe. 24. Hangarkotta. 25. Coondapoor.
 26. Bandur.

Andhra : 1. Calingapatnam. 2. Bheemunipatanam. 3. Kakinada. 4. Narsapur. 5. Musulipatnam. 6. Nizampatanam.

3. Tuticorin.

4. Travancore-Cochin Group : 1. Alleppey (Intermediate). 2. Quilon. 3. Kollthottam. 4. Colachel. 5. Trivandrum.

5. Bombay Group (other than Okha) : 1. Beyt. 2. Ruperi (Dwarka). 3. Kotda. 4. Madhwad. 5. Kodinad or Muldwarka. 6. Ghoghe. 7. Dholera.
 8. Cambay. 9. Tankari. 10. Kavi. 11. Dehej. 12. Breach. 13. Matwad. 14. Bagwa. 15. Surat. 16. Bilimoria. 17. Navsari. 18. Bulsar. 19. Uma-
 rsadi. 20. Kolak. 21. Kalai. 22. Maroli. 23. Umbergaon. 24. Dahame. 25. Tarapore. 26. Navapur. 27. Satpati. 28. Mahim (Kelva).
 29. Amalla. 30. Bandra. 31. Vesava. 32. Manori. 33. Uttan. 34. Bassein. 35. Bhiwandi. 36. Kalyan. 37. Thana. 38. Trombay. 39. Panvel.
 40. Mera. 41. Karanja. 42. Thal. 43. Alibag. 44. Revdanda. 45. Mandwa. 46. Borlai-Mandla. 47. Murud (Janjira). 48. Nandgaon. 49. Raj-
 puri. 50. Kumbharu. 51. Shrivardhan. 52. Banket. 53. Kelshi. 54. Harnai. 55. Dabhol. 56. Borya. 57. Jaigad. 58. Varavda. 59. Ratnagiri.
 60. Purnagad. 61. Jaitapur. 62. Vijaidurga. 63. Deogad. 64. Achra. 65. Malwan. 66. Niwti. 67. Vengurla. 68. Redi. 69. Kirmapani.
 70. Tilmati. 71. Sadashivgad. 72. Karwar. 73. Bingi. 74. Chendia. 75. Belekeri. 76. Ankola. 77. Gangavali. 78. Tadri. 79. Kumta.
 80. Honavar. 81. Manki. 82. Murdeshwar. 83. Shirali. 84. Bhaikal.

6. Okha.

7. Saurashtra Group : In five sub-groups, *viz.* Bhavnagar, Bedi, Navalakhi, Veraval and Porbandar : 1. Bhavnagar. 2. Mahuva. 3. Jafrabad. 4. Port
 Albert Victor. 5. Jalajan (Sartampur). 6. Bherai. 7. Bedi. 8. Rozi. 9. Sikka. 10. Salaya. 11. Jodiaya. 12. Navalakhi. 13. Veraval. 14. Mang-
 rol. 15. Navabunder. 16. Sinar. 17. Rapara. 18. Shil. 19. Porbandar. 20. Madhavpur. 21. Lamba. 22. Niani.

8. Cutch Group : 1. Mandvi. 2. Mundra. 3. Jakhau. 4. Lakhpat. 5. Koteswar. 6. Tuna. 7. Jhangri.

Orissa Group	Madras and Andhra Group (other than Tuticorin)	Tuticorin
<i>Authority Controlling the Port :</i>		
State Government	State Government	State Government
<i>Authority Administering the Port :</i>		
Port Officer, Orissa Ports, Chandbali. (A State Government official)	State Port Officer, Madras, for Madras Minor Ports, and State Port Officer, Andhra, for Andhra Ports. (Both are State Government officials)	Chairman, Tuticorin Port Trust (a State Govt. official) assisted by the Port Trust Board.
<i>Authority Collecting and Maintaining Statistics :</i>		
Statistics collected by Customs Officials. The Port Officer collected statistics from Customs Authorities where necessary.	Statistics collected by Port officials direct from Port documents at the following 18 Ports : (where Landing & Shipping Fees Act has been introduced). Kakinada, Musulipatnam, Cuddalore, Nagapatnam, Kozhikode, Mangalore, Porto Novo, Adirampatnam, Ponnani, Tellichery, Badagara, Malpe, Coondapur, Hangarkotta, Kasaragod, Cannanore, Azhikkal, Baindur. Statistics collected by the Port Officials from local Customs House at the following 14 Ports : (where Landing & Shipping Fees Act has not been introduced). Bhemunipatnam, Calingapatnam, Toputhurai, Tirumalavasa, Pamban, Dhanushkodi, Kilakarai, Tondi, Devipattanam, Kalanji, Mulki, Narsapur, Kulasekharapatnam, Nazampatnam.	Statistics collected by the Port authorities.
<i>Basic Documents for Statistics :</i>		
Customs Documents	Port documents for the 18 Ports mentioned above, where Landing & Shipping Fees Act has been introduced. Customs Documents at the other 14 Ports where Landing & Shipping Fees Act is not in force.	Port documents.
Travancore-Cochin Group	Bombay Group (other than Okha)	Saurashtra Group
<i>Authority Collecting and Maintaining Statistics :</i>		
At four ports by Customs officials. At Bellary statistics are maintained at Custom Office and not Port Officer. The question of the Government	Statistics maintained Port Officer, Okha, Port Officers from the Port's documents. at the Bombay Custom House, from documents.	Out of first five ports at two ports by Customs officials (who

Government and three ports by Port officials. At the last two Ports by Port officials.

First five Ports Custom Documents; last two Ports, Ports Documents.
NOTE.—All the statistics mentioned below refer to the first five Ports.

Statistics maintained by the Customs Officials at these Ports.

Basic Documents for Statistics :

Customs Documents Customs Documents . Port's Documents . Port's Documents .

I. Statistics Collected and Maintained :

(1) *Tonnages of various commodities imported and exported.*

Maintained Not maintained (Trade statistics maintained by Customs according to their own method). Maintained Maintained.



Orissa Group	Madras and Andhra Group (other than Tuticorin)	Tuticorin
--------------	--	-----------

I. Statistics Collected and Maintained :

(a) *Cargo Statistics :*

(i) *By Steamers :*

(1) *Tonnage of various commodities imported and exported.*

Maintained Maintained Maintained.

(2) *Tonnages of commodities imported and exported, broken up into coastal and foreign trades :*

Maintained.

Orissa Group	Madras and Andhra Group (other than Tuticorin)	Tuticorin		
There is, however, only coastal trade.	Maintained	Not Maintained.		
(3) <i>Tonnage of cargo carried according to flags, agents and lines, broken up into coastal and foreign trades :</i>				
Not maintained	Flag-wise statistics maintained since April 1953 Agents & Lines-wise not maintained.	Not maintained.		
(4) <i>Tonnages according to dry cargo vessels and tankers :</i>				
No tankers call at the Ports	No tankers call at the Ports	No tankers call at the Port.		
(5) <i>Tonnages of Transhipment Cargo :</i>				
Not maintained	Not maintained	Not maintained.		
(ii) <i>Cargo and passengers by Sailing Vessels as well as their NRTs :</i>				
No traffic by sailing vessels	Number and tonnages of the sailing vessels, together with the tonnages of principal commodities loaded and unloaded, are maintained. Passenger statistics are not maintained separately for country crafts.	The number and tonnages of the sailing vessels together with the tonnage of commodities loaded and unloaded, are maintained. No passenger traffic by country crafts.		
Travancore-Cochin Group	Bombay Group (other than Okha)	Okha	Saurashtra Group	Kutch Group
Authority Controlling the Port				
State Government	State Government	State Government	State Government	First five ports controlled by the State Government, and the last two by the Development Commissioner, Port of Kandla (Central Government).

Authority Administering the Port :

Principal Port Officer, Alleppey. He is the Chief Administrative Officer of the Port of the State with H. Q. at Alleppey. At Quilon, Kollhotam, Colachel and Trivandrum Ports, the Customs officials are also in charge of the Port Conservator's duties and the Port Offices.

Each of the Port is under a Customs & Central Excise Officer designated either as Range or Assistant Range Officer. All these Customs Officers are under the administrative control of the Collector of Central Excise, Bombay.

Port Officer, Okha. (a State Govt. official).

Each of the five group is under a Port Officer who is responsible for the administration of the main port & sub-ports under this group. The Administrative Officer, Ports, Rajkot, is responsible for the general control over all these Ports. (All these Officers are State Government officials.)

The Port Commissioner and Harbour Engineer, Bhuj, Kutch (a State Government official) is in charge of the Ports. At Koteswar and Lakhpat, the Customs Officials at these Ports are ex-officio Assistant Conservators. The Ports Tuna and Jhargi are administered by the Development Commissioner, Port of Kandla (a central Government official).

Madras and Andhra Group
(Other than Tuticorin)

Tuticorin

Orissa Group

(b) *Shipping statistics :*

Number and tonnage of ships that entered or cleared with cargo, or in ballast, in the coastal trade, are maintained. There is no foreign trade traffic.

Figures for No. and NRTs. of vessels are maintained .

Figures for No. and NRTs. of vessels are maintained.

(c) *Passenger Statistics :*

There is no passenger traffic

The total number of passengers embarked and disembarked region-wise and sex-wise are maintained, but not separately according to the class of travel.

The total number of passengers embarked and disembarked region-wise and sex-wise are maintained, but not separately according to the class of travel.

Orissa Group		Madras and Andhra Group (Other than Tuticorin)		Tuticorin	
(d) <i>Statistics for Riverine or Creek Imports and Exports :</i>					
Does not arise	Not maintained. There is, however, only one Port, Does not arise. <i>viz.</i> , Kakinada in Andhra, which is connected with inland navigation.				
(e) <i>Statistics relating to turn-round of the ships :</i>					
Not maintained	Not maintained Not maintained.				
(f) <i>Miscellaneous Statistics</i> , as for example, (i) No. of Light houses, light vessels and other aids to navigation; (ii) No. of moorings and buoys in the Port approaches; (iii) No. of pilot vessels and the number of tugs in use; (iv) No. of pilots; Harbour Masters, Berthing Masters, etc., employed at the Port; (v) No. of Wireless Stations and Radars in use at the Ports; (vi) No. of dredgers in use, together with the types of dredgers in service at the Port; (vii) No. of Survey Vessels, etc.					
Information maintained about available aids to navigation.		Information available.			
Travancore-Cochin Group		Bombay Group (other than Okha)	Okha	Saurashtra Group	Kutch Group
(2) <i>Tonnage of commodities imported and exported, broken up into coastal and foreign trades.</i>					
Not maintained		Not maintained (trade statistics maintained by the Customs in their own method).		Maintained	Maintained. (The traffic is however only coastal.)
(3) <i>Tonnages of cargo carried according to flags, agents and lines :</i>					
Not maintained		Not maintained		Flag-wise statistics maintained since April 1953; but not agents-wise or lines-wise.	Maintained according to flags. Statistics according to lines and agents not maintained, but may be collected from available records.

(4) *Tonnages according to dry cargo vessels and tankers :*

No tankers call at these ports	No tankers call at these ports.	No tankers call at the Ports.	No tankers call at the Ports.
--	---------------------------------	-------------------------------	-------------------------------

(5) *Tonnages of Transhipment Cargo :*

Not maintained	Not maintained	Not maintained, but may be maintained, if necessary.	Not maintained.
--------------------------	--------------------------	--	-----------------

(ii) *Cargo and passengers by Sailing Vessels and their NRTs :*

No. and NRTs. of Sailing Vessels are maintained but the figures for cargo or passengers carried by them are not maintained.



No. & NRTs. of Sailing vessels together with tonnages of commodities loaded in Sailing vessels are maintained.

Detailed statistics about the number and tonnage of the country-crafts entering and clearing the Ports, the nature of the commodities, together with the tonnage loaded and unloaded, number of passengers embarked and disembarked, are maintained. Only the flags of the sailing vessels are not maintained, but these also could be done in future if required.

The number and tonnage of the country-craft entering and clearing the Ports and the number of passengers embarked on and disembarked from them, are maintained. The cargo carried by them are also shown.

Orissa Group	Madras and Andhra Group (other than Tuticorin)	Tuticorin
--------------	--	-----------

(g) *Statistics for departmental use :*

The statistics in respect of cargo and shipping maintained vessel-wise in one form is purely for departmental use and for the information of the local Government.

With effect from 1-4-1948, a monthly statement of cargo landed and shipped from each of the Ports is being collected. This statement gives particulars of tonnages of cargo imported and exported under 3 classes, viz. by foreign steamers, by coasting steamers and by countrycrafts. These statements are compiled and entered in a Register maintained in the State Port Officer's Office.

No special statistics for departmental use.

(h) *Statistics submitted (other than Annual Administration Reports) to the Trustees or Port Advisory Bodies :*

There are no Port Advisory Bodies

There are no Port Advisory Bodies

Statistics showing tonnages of imports and exports commodity-wise are circulated to the Trustees every month.

(i) *Statistics (other than Annual Administration Reports) submitted to the Government and other Bodies :*(a) *Central Government Organisations :*(1) *To the Transport Ministry :*

Nil.

Nil.

Nil.

(2) *To the Directorate General of Shipping :*

A flagwise statement of cargo loaded and unloaded at Chandbali is sent monthly.

(1) A monthly statement sent for each port giving flagwise tonnage of cargo loaded and unloaded.

(1) A monthly statement is sent giving flag-wise tonnage of cargo loaded and unloaded.

(2) A monthly statement sent for each port giving to nagers of cargo loaded and unloaded by sailing vessels.

(2) Statistics of Tuticorin, Colombo trade sent fortnightly.

(3) *To other Central Government Departments :*

Nil.

Nil.

(1) Coastal shipping programme prepared weekly and sent to the Coal Commissioner, Calcutta.

Travancore-Cochin Group	Bombay Group (other than Okha)	Okha	Saurashtra Group	Cutch Group
-------------------------	--------------------------------	------	------------------	-------------

(b) *Shipping Statistics :*

Figures are maintained for number and tonnage of ships entered or cleared with cargo or in ballast in coastal and foreign trade.

A monthly statement of vessels entered and cleared, with cargo and in ballast, is prepared and submitted direct by each Port to the Statistical Branch of the Customs Col-
 lectorate, Bombay.

Statistics are maintained showing number and tonnage of ships that entered with cargo in foreign and coastal trade. Figures for vessels entering or clearing in ballast are not maintained at present but can be maintained in future.

Registers are maintained for vessels, from which statistics may be collected to show number and tonnages of vessels entering or clearing with cargo or in ballast.

Statistics are maintained for number and tonnages of vessels that entered with cargo in coastal and foreign trade. Statistics for number and tonnage of vessels that clear with cargo, as well as statistics of vessels entering or clearing in ballast may be maintained in future.

(c) *Passenger Statistics :*

Not maintained

Not maintained; not even by Customs authorities.

Statistics are maintained according to the regions of travel but not classwise or sex-wise. It would, however, be possible to maintain them, if required in future.

Figures are maintained for Mandvi and Mundra only. Separate classwise figures are not maintained as most of the passengers travel as deck passengers only. No passenger traffic at other ports.

Orissa Group

Madras and Andhra Group (other than Tuticorin)

Tuticorin

(b) *State Government Organizations :*

Nil.

The Port Authorities on the West Coast supply to the Statistical Officer, Cochin, *monthly*, a Statement of the tonnage of cargo imported and exported.

(i) Statements showing the number and tonnage of steamers entered and cleared (separately) as per nationality of flags, are sent to the Economic Adviser, Government of Madras, *annually*.

(ii) Statements of passengers sailed from the Ports in Indian ships are sent, annually, to the Principal Officer, Mercantile Marine Department, Madras.

(c) *Commercial Bodies:*

Nil.

On the West Coast, the Port Officer, Mangalore furnishes to the Kanara Chamber of Commerce, monthly, a statement showing the tonnage of imports and exports by countrycrafts and by coasting and foreign steamers.

Extracts of certain statistics from the Annual Administration Report are sent to the local Chamber of Commerce on request.

II. *Statistics Collected, Maintained and Published:*

(a) *By the Port Authorities :*

Nil.

Nil.

Nil.

Travancore-Cochin Group

Bombya Group (other than Okha)

Saurashtra Group

Cutch Group

(d) *Statistics for Riverine or Creek Imports and Exports :*

Does not arise.

Not maintained.

Does not arise.

Does not arise.

(e) *Statistics relating to turn-round of ships :*

Not maintained.

Not maintained.

Not maintained.

Not maintained.

Statistics showing the tonnage and the number of hours worked by the steamer, as well as the period of her halt, are maintained. A combined statement is also maintained, which gives the turn-round of the vessels.

(f) *Miscellaneous Statistics :*

Information available.

Information available.

Nil.

(g) *Statistics for departmental use :*

Nil.

No special statistics are maintained. Whenever any special statement is required, it is prepared from the existing forms.

No. Information available.

No special statistics for departmental use.

Orissa Group

Madras and Andhra Group (other than Tuticorin)

Tuticorin

(b) *By the State Government :*

Nil.

The *Annual Administration Report* of the Madras Port Department is submitted to the Madras State Government, who, in turn, prints and supplies a copy each to various Departments of the Madras State Government, the Chairmen of some Port Trusts and some Departments of the Central Government, and also to various other commercial and public organizations. The *Administration Report* for the year 1952-53 contains the statement as follows :

The *Annual Administration Report* of the Tuticorin Port Trust is published by the Madras State Government, and a copy is sent to the various Departments of the Madras State Government bodies, the Chairmen of different Port Trusts and various public and commercial organizations. The *Annual Administration Report* for the year 1952-53 of the Tuticorin Port Trust gives the following statistics in the descriptive part :

Appendix A : Statement showing the Navigation and trade of the principal minor ports for the year 1952-53. This statement gives the number and the tonnages of vessels entered and cleared, again broken up into sailing vessels and steamers separately. The statement shows the figures separately for 15 Ports and all the other minor ports are grouped together.

(i) Total tonnages of imports and exports and the amount of dues collected on them. The tonnages of principal commodities as well as the dues collected on them are also shown.

(ii) The total number of passengers, (adults and children separately) embarking and disembarking, together with the dues collected on them are also given.

Appendix B : Statement showing the total tonnage of imports and exports that passed through each minor Port during the year 1952-53.

The Report also gives a statement showing the tonnages of commodities imported and the tonnages of commodities exported by sailing vessels.

Orissa Group	Madras and Andhra Group (other than Tuticorin)	Tuticorin
<p>Appendix C : Statement showing particulars of total tonnage of cargo imported and exported by sailing vessels at the minor ports during the year 1952-53. This statement also gives the names of the principal commodities imported and exported.</p>		
(c) By the Central Government :	Nil.	Nil.
Travancore-Cochin Group	Bombay Group (other than Okha)	Okha
		Saurashtra Group
		Cutch Group
(h) Statistics submitted (other than Annual Administration Reports) to the Trustees or Port Advisory Bodies.		
There are no Port Advisory Bodies	There are no Port Advisory Bodies.	There are no Port Advisory Bodies.
(i) Statistics (other than Annual Administration Reports) submitted to the Government and other Bodies :		
(a) Central Government Organizations :		
(1) To the Ministry of Transport :	Nil.	Nil.
		Flagwise Statement of cargo discharged and loaded sent monthly.
		A statement of accounts sent monthly which however contains no statistics of cargo, shipping or passengers.
(2) To the Directorate General of Shipping :	Nil.	Nil.
		(1) Flagwise statement of cargo discharged and loaded, sent monthly.
		A detailed statement about cargo, shipping and passengers statistics of sailing vessels.
		Annually a statement is sent showing the No. and NRTs. of sailing vessels.

(3) To other Central Government Departments :

Nil.

(b) State Government Organizations :

Statistics of the number and tonnage of ships and countrycraft that call at the Ports are prepared *monthly* and *annually* by the Ports and sent to the Marine Department of the State Government. This Statement is published by the State Government in the Annual Administration Report which is distributed amongst various State Government bodies.

(c) Commercial Bodies :

A Monthly Statement of shipping with regard to Alleppey Port, is furnished to the Travancore Chamber of Commerce at their request.

II. Statistics Collected, Maintained, and Published :

(a) By the Port Authorities :

Nil.

(b) By the State Government:

Total number of steamers and countrycrafts and their net registered tonnages passing through each of these Ports is shown in a

(2) Statement showing import and export trade sent monthly.

Nil.

Nil.

vessels sent every 6 months.

Nil.

Nil.

Monthly statistics showing tonnage of imports and exports according to commodities are submitted by the State Port Officer to the State Government.

(i) *Fortnightly* shipping news is sent to the Director of Information, Saurashtra. (ii) A statement showing import into Saurashtra and export out of Saurashtra, commoditywise, is sent monthly to the Statistics and Planning Department of the Saurashtra Government.

Nil.

Nil.

Fortnightly shipping news is sent to the local press of Saurashtra and the Chambers of Commerce in Saurashtra.

Nil.

Nil.

Nil.

The Saurashtra State Government publishes separately for

Nil.

Nil.

Nil.

Travancore-Cochin Group	Bombay Group (other than Okha)	Okha	Saurashtra Group	Cutch Group
-------------------------	--------------------------------	------	------------------	-------------

Statement published as an appendix to the administration Report of the Marine Department of the Travancore Government. A copy of the *Annual* Administration Report is sent to various State and Central Government Departments and public and commercial organizations.

steamers, and country-crafts, an *annual* review and a supplementary statement showing, in great detail, statistics of cargo shipping, passengers, turnover of ships, etc. The cargo statistics are shown according to different commodities of imports and exports, as well as according to the traffic passing through the different Ports. Similarly, the shipping statistics give the number and net registered tonnages of vessels entering the different ports separately for foreign and coastal steamers. Passenger Statistics are also given according to the different Ports and include inward and outward, foreign and coastal, separately. A lot of useful information as regards the traffic by steamers and sailing vessels is given in this review,



This annual review and the supplementary are sent to various Central and State Government Bodies and various commercial and public organisations.

(c) *By the Central Government*

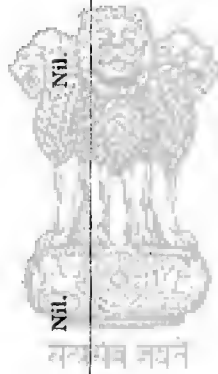
Nil.

Nil.

Nil.

Nil.

Nil.



APPENDIX XIII

THE COLUMNS IN BASIC DOCUMENTS FOR CARGO STATISTICS AT THE MAJOR PORTS AND THE PORTS IN SAURASHTRA AND HOW THEY ARE FILLED IN AND BY WHOM

1. CALCUTTA :

Name of the basic documents for Imports—JETTY CHALLAN.

Main columns in the Jetty Challan:

- (a) Vessel's name
- (b) Corresponding B/Entry number and date
- (c) Line in the I. G. Manifest
- (d) Marks
- (e) Numbers
- (f) Quantity
- (g) Description and contents
- (h) Weight (gross)
- (i) Measurement
- (j) Rate
- (k) Landing charges
- (l) River dues
- (m) Other charges
- (n) Date (for delivery)
- (o) Quantity applied for delivery
- (p) Balance due
- (q) Signature of the consignee, licence number

On the reverse:

- (r) Manifest page number and quantity
- (s) Serial number
- (t) Shed No.....Dock/Jetty
- (u) s.s.....
- (v) Voyage
- (w) Consignee
- (x) Address
- (y) Bills of Entry number and date
- (z) Other details of landing, reshipment and despatch by rail.

How these columns are filled in and by whom :

- (a), (d), (e), (f), (g) by consignee from B/Landing B/Entry and Invoice.
- (b) and (c) by consignee from B/Entry.

(h) and (i) by consignee from invoice, freight list and B/Lading. In case the gross weight is not available from these documents, it is obtained by actual weighment or measurement according as charge are levied on weight or measurement.

It is not obligatory to show weight and/or measurement if the basis of charge is not weight and/or measurement.

- (j), (k), (l) and (m)—by the Port Commissioners Collection Office Staff.
- (n), (o), (p), (q)—by consignee at the time of delivery.
- (r), (s), (t)—by Port Commissioners Shed Staff.

(u), (v), (x) and (y)—by consignee before filing the Jetty Challan with the Shed staff.

(z) by Shed staff before delivery, reshipment and despatch by rail.

Name of the basic documents for Exports—DOCK CHALLAN.

Main columns in the Dock Challan :

- (a) Dock Challan number
- (b) Vessel's name
- (c) Port of shipment
- (d) Shipping Order number and date
- (e) Shipper's name
- (f) Marks and numbers
- (g) Quantity (here weight or measurement is shown)
- (h) Description
- (i) Schedule number
- (j) Rate
- (k) Dock charges
- (l) Date
- (m) Mode of receipt
- (n) Particulars of daily Dock Receipts granted for goods received.
 - (i) Quantity
 - (ii) Running total
 - (iii) Shed writers' initials
- (o) Customs Allow Order
 - (i) Shipping bill number and date of guarantee
 - (ii) Quantity allowed
 - (iii) Signature of Customs Officer
- (p) Shipment particulars
 - (i) Date
 - (ii) Marks
 - (iii) Description
 - (iv) Quantity (to be stated in words)
 - (v) Running total

How these columns are filled in and by whom :

(b), (c), (d), (e), (f), (h)—by shipper from the Shipping Bill. The declarations as regards weight or measurement made on the challan are accepted. If there is any reason for doubt in respect of weight or measurement shown, party is asked to produce invoice, specifications packing lists, etc., or the goods may be actually weighed or measured.

(i), (j), (k)—by Port Commissioners Collection Office Staff.

(a), (b), (m), (n)—by Shed Staff.

(o)—by Customs Offices.

(p), (i), (ii), (iii), (iv)—by Shed Staff after shipment.

(p), (v)—by Chief Officer as token of receipt on board.

2. BOMBAY :

Name of the basic documents for Imports—IMPORT CHAPPA

Main columns in the Import Chappa :

- (a) Receipt number and date
- (b) Vessel's name
- (c) Port of shipment
- (d) Corresponding Bill of Entry number and date
- (e) General Landing date
- (f) Marks and numbers
- (g) Description of goods
- (h) Packages
 - (i) Units
 - (ii) Description
- (i) Weight (gross) or value

(j) Wharfage

- (i) Rate
- (ii) Amount
- (k) Other charges
- (l) Extra fees charged
- (m) Amount of extra fees
- (n) Total
- (o) Space for P.T. Stamp

On the reverse:

- (p) Weight and Measurement certified by the consignee

How these columns are filled in and by whom :

(b), (c), (f), (g) and (h)—by the consignee from B/Entry Invoice.

(d)—by the consignee from B/Entry.

(i) — by the consignee from invoice. In case weight and/or measurement is not available, the goods are actually weighed or measured according as charges are levied on weight or measurement. It is not obligatory to show weight and/or measurement if the basis of charge is not **weight and/or** measurement.

(a), (j), (k), (l), (m), (n), (o)—by P. T. Cash Office staff.

(p)—by the consignee from invoice. If invoice does not show weight or measurement, this is shown after actual weighment or measurement.

Name of the basic document for Exports—EXPORT CHAPPA.

Main columns in the Export Chappa :

- (a) Receipt number and date
- (b) Vessel's name
- (c) Port of shipment
- (d) Shipping bill number and date
- (e) Marks
- (f) Description of goods
- (g) Number of packages
- (h) Weight or measurement
- (i) Rate of charges
- (j) Amount of wharfage fees
- (k) Other charges
 - (i) Unloading carts
 - (ii) Extra fees
- (l) Total
- (m) Space for Port Trust Stamp.

How these columns are filled in and by whom :

(b), (c), (d), (e), (f), (g)—by shipper from the Shipping bill.

(h) — 10% of each of the consignment is actually weighed or measured if the P.T. charges are leviable on weight or measurement. Otherwise this is filled up from the Shipping Bill.

(a), (i), (j), (k), (l), (m)—by P. T. Cash Office staff.

3. MADRAS:

Name of the basic documents for Imports—IMPORT APPLICATION.

Main columns in the Import Application:

- (a) Import Application number and date
- (b) Port of shipment
- (c) Vessel's name
- (d) Date of arrival of the vessel
- (e) Compared with B/L (Signature of app. clerk)
- (f) Compared with D/O order (Signature of app. clerk)

- (g) Compared with Invoice (Signature of app. clerk)
- (h) Compared with B/Entry (Signature of Section Master)
- (i) Date of vessel completed discharge
- (j) Date free date expired
- (k) Number of item
- (l) Number of packages
- (m) Description and contents
- (n) Numbers
- (o) Marks
- (p) Measurement
- (q) Weight (gross)
- (r) Number of rate in the current scale of rates
- (s) Rate
- (t) Amount payable
 - (i) Harbour dues
 - (ii) Quay charges
 - (iii) Total
- (u) Details about rent charges.

On the reverse:

- (v) Details of landings, deliveries and additional charges.

How these columns are filled in and by whom :

(b), (c), (k), (l), (m), (n), (o)—by consignee from B/Landing, B/Entry and Invoice.

(p), (q) from Invoice. In case weight and/or measurement is not available, the goods are actually weighed or measured according as charges are levied on weight or measurement. It is not obligatory to show weight and/or measurement if the basis of charge is not weight and/or measurement.

(a), (d), (e), (f), (g), (h), (i), (j), (r), (s), (t), (u), (v)—by P.T. staff before realisation charges or delivery as the case may be.

Name of the basic documents for exports—**EXPORT APPLICATION.**

Main columns in the Export Application:

- (a) Export Application number and date
- (b) Vessel's name
- (c) No. of item
- (d) No. of packages
- (e) Description and contents
- (f) Marks and numbers
- (g) Measurement or weight
- (h) Number of rate in the current sale of rates
- (i) Amount payable

How these columns are filled in and by whom :

(b), (c), (f), (g)—by the shipper. The declaration made by him is accepted. If there is any reason for doubt in respect of weight or measurement shown, 10% of the goods are weighed or measured and this weight or measurement recorded on the Export application.

(a), (h), (i)—by P. T. Staff.

4. VISHAKAPATNAM :

Name of the basic documents for Imports—**IMPORT APPLICATION.**

Main columns in the Import Application:

- (a) Landed on
- (b) Number of the Application

- (c) Vessel's name
- (d) Port of shipment
- (e) Name of agent
- (f) Number of packages
- (g) Marks and numbers upon packages
- (h) Description and contents of each package
- (i) Weight (gross) or measurement of packages
- (j) Tonnages
- (k) Item number of schedule
- (l) Rate of landing fees per ton
- (m) Amount of landing fees
- (n) Charges under rule 15 of landing and shipping rules;
 - (i) Rate per ton
 - (ii) Amount

How these columns are filled in and by whom :

(c), (d), (e), (f), (g), (h)—by consignee from Delivery Order and B/Entry.

(i)—by consignee from invoice. The consignee is required to state both weight and measurement. If the weight and measurement are not available from the invoice, physical check is made and the shed staff record weight and measurement on the reverse of the application.

(a), (b), (j), (l), (m), (n), (o), (p)—by Port Staff.

(j) is gross weight or measurement tonnage whichever is higher.

Name of the basic document for exports—EXPORT APPLICATION.

Main columns in the Export Application:

- (a) Number of the application
- (b) Vessel's name
- (c) Port of shipment
- (d) Name of Agents or Shippers
- (e) Number of packages
- (f) Marks and numbers upon packages
- (g) Description and contents of each package
- (h) Weight or measurement of packages
- (i) Tonnage
- (j) Item number of schedule
- (k) Rate of shipping fees per ton
- (l) Amount of shipping fees
- (m) (i) Initials of Assessor
 - (ii) Initials of Head Assessor
 - (iii) Initials of Accounts clerks.

How these columns are filled in and by whom :

(b), (c), (d), (f), (g)—by the shipper from the Shipping Bill.

(h)—by the shipper. In this column the shipper shows gross weight and measurement of the packages, except in case of bulk consignments where only gross weight is shown. The weight and measurement shown are always verified by a test check.

(a), (i), (j), (k), (l), (m)—by Port Staff.

5. COCHIN :

Name of the basic document for Imports—IMPORT APPLICATION.

Main columns in the Import Application:

- (a) An inscription "Wharf cargo" or "Stream cargo"
- (b) Vessel's name

- (c) Port of Shipment
- (d) Name of Agent or shipper
- (e) No. of packages
- (f) Marks and numbers upon packages
- (g) Description and contents of each package
- (h) Weight or measurement of packages
- (i) Tonnage
- (j) Rate of loading fees
- (k) Amount of loading fees
- (l) Rate of wharfage
- (m) Amount of wharfage
- (n) Rate of pier dues
- (p) Total

How these columns are filled in and by whom :

(a), (b), (c), (d), (e), (f), (g)—by the consignee from Delivery Order, Bill of Entry and Invoice.

(h)—by consignee from Invoice. If the weight or measurement is not available, but the weight or measurement is the basis of the charge, the importers produce a weight/measurement certificate from one of the local chambers of commerce.

(i), (j), (l), (m), (n), (o) and (p)—by Port Staff. The weights of import and export commodities shown in the statements are not the actual weights but the weights on which charges are realised.

Name of the basic document for exports—EXPORT APPLICATION.

Main columns in the Export Application :

- (a) Register Number
- (b) Vessel's name
- (c) Port of shipment
- (d) Name of Agent or exporter
- (e) Number of packages
- (f) Marks and numbers upon packages
- (g) Description and contents of each package
- (h) Weight or measurement of packages
- (i) Tonnage
- (j) Rate of shipping fees
- (k) Amount of shipping fees
- (l) Rate of wharfage
- (m) Amount of wharfage
- (n) Rate of ground rent
- (p) Total
- (q) Initials of clerk

How these columns are filled in and by whom :

(b), (c), (d), (e), (f), (g)—by the shipper from the Shipping Bill.

(h)—by the shipper. The port ordinarily accepts the weight or measurement shown by the exporter. In case of doubt, the port authorities test check the weight or measurement shown.

(a), (i), (j), (k), (l), (m), (n), (o), (p) and (q) by Port Staff.

6. KANDLA :

Name of the basic document for Imports—IMPORT WHARFAGE ENTRY FORM.

Main columns in the Import Wharfage Entry Form :

- (a) Consignee's name
- (b) Vessel's name
- (c) Port of shipment
- (d) Custom Entry number and date
- (e) No. of packages
- (f) Marks and description of quantity
- (g) Measurement weight or quantity
- (h) Wharfage
 - (i) Rate
 - (ii) Per
 - (iii) Amount
- (i) Number and date
- (j) Signatures of :
 - (i) Assessor
 - (ii) Examiner
 - (iii) Weighing man
 - (iv) Registered clerk
- (k) Signature of Cashier.

How these columns are filled in and by whom :

- (a), (b), (c) (e), (f) and (g)—by party from Bill of lading or Invoice.
- (d)—by party from B/Entry
- (h), (i), (j), (k)—by Port Staff.

Name of the basic document for export—EXPORT WHARFAGE ENTRY FORM.

Main columns in the Export Wharfage Entry Form :

- (a) Shipper's name
- (b) Vessel's name
- (c) Port of shipment
- (d) Customs entry number and date
- (e) Number of packages
- (f) Marks and description of goods
- (g) Measurement. weight or quantity
- (h) Wharfage
 - (i) Rate
 - (ii) Per
 - (iii) Amount
- (i) Number and date
- (j) Signatures of
 - (i) Assessor
 - (ii) Examiner
 - (iii) Weighing man
 - (iv) Registered clerk
- (k) Signature of Cashier,

How these columns are filled in and by whom :

- (a), (b), (c), (e), (f), (g), by the party.
- (d)—by the party from Shipping Bill.
- (h), (i), (j), (k)—by Port Staff.

(7) MINOR PORTS IN SAURASHTRA :

Name of the basic document for imports—IMPORT APPLICATION.

Main columns in the Import Application :

- (a) Name of the Port
- (b) Name of the port arrived from
- (c) Vessel's name
- (d) Agent's name
- (e) Customs Manifest number and date
- (f) Bill of Lading number
- (g) Number of packages
- (h) Marks
- (i) Weight—Unit—Amount
- (j) Description of goods
- (k) Value
- (l) Assessed under item number of port charges
- (m) Wharfage—Rate per ton—Amount—Total
- (n) Total number of packages in words
- (o) Declaration and signature of the consignee whether the contents above are correct.
- (p) Stamped signature of cashier as token for receipt of payment
- (q) Signature of Import General Manifest clerk
- (r) Signature of assessor
- (s) Index number
- (t) Signature of Port Officer.

How these columns are filled in and by whom :

Columns (a) to (k) by the consignee from Bill of Entry, Bill of Lading or Invoice. The weight and value shown on the Application are checked by the Assessor with the weight and value shown on the Invoices and wherever given in the Bill of Entry. Wherever net weight is shown in the Invoices, tare weight is added in the assessment. If invoices are not readily available, nor the weight is shown in the Bill of Entry, assessment is made by actual weighing to the extent of not more than 10% and in such cases declared value is accepted and the weight is certified by the staff attending weighing. All the other columns excepting (n) and (o) are filled in by the Port staff. The delivery particulars are noted by the Port staff on the reverse of the Import Application.

Name of the basic documents for exports—EXPORT APPLICATION.

Main columns in the Export Application:

- (a) Name of the Port
- (b) Name of the port to which the goods are shipped
- (c) Vessel's name
- (d) Agent's name
- (e) Shipping Bill number and date
- (f) Number of packages
- (g) Marks
- (h) Weight—Unit—Amount
- (i) Description of goods
- (j) Value of goods
- (k) Assessed under item number of port charges
- (l) Wharfage—Rate per ton—Amount—Total
- (m) Total number of packages in words
- (n) Declaration and signature of the shipper for the contents of the application have been truly stated.
- (o) Stamped signature of Cashier as token for receipt of payment

(p) Signature of the E.G.M. clerk

(q) Signature of assessor

(r) Signature of Port Officer

How the columns are filled in and by whom :

The columns (a) to (j) are filled in by the Shipper from the Shipping Bill and the Invoice, a copy of each of which is also filed along with the Export Application. In this case also if the weights are not available from the invoice of the Shipping Bill, 10% of the cargo is weighed, assessment is made by actual weighment to the extent of not more than 10%. The rest of the columns are filled in by the Port staff excepting columns (m) and (n).



सत्यमेव जयते

APPENDIX XIV

THE NUMBER OF BILLS OF ENTRY FOR HOME CONSUMPTION AND SHIPPING BILLS EXECUTED AT THE MAJOR PORTS AND THE MINOR PORT IN SAURASHTRA AND HOW THEY ARE DISPOSED OF

BILLS OF ENTRY FOR HOME CONSUMPTION:

(1) *Calcutta*—3 copies, namely—

- (i) One copy—remains in Custom House all along, and is utilized for Customs statistics.
- (ii) One copy—utilised in granting delivery to the party and ultimately returned by Port Commissioners to the Customs.
- (iii) One copy is retained by the party as his copy.
- (iv) Exchange control copy—this copy has to be filed in the Exchange Control Department of Reserve Bank.

NOTE.—The Port compares its challan with the duplicate of Entry before delivery of cargo but does not retain any copy of the Bill of Entry for its record.

(2) *Bombay*—5 copies, namely—

- (i) One copy—remains in the Custom House all along—utilized by the Customs for statistical purposes.
- (ii) One copy—utilised in granting delivery to the party and ultimately returned by the Port Trust to the Customs.
- (iii) One copy—for Port Trust use. This copy is retained by the Port Trust.
- (iv) One copy—is retained by the party as his copy.
- (v) Exchange control copy—this copy has to be filed in the Exchange Control Department of the Reserve Bank.

NOTE.—The Port Trust not only compares in Chappa with the duplicate Bill of Entry before delivery of the cargo but also retains a copy of Bill of Entry for its record.

(3) *Madras*—4 copies, namely—

- (i) One copy—remains in the Customs House all along—utilised by the Customs for their statistics.
- (ii) One copy—utilized in granting delivery to the party and ultimately returned by the Port Trust to the Customs.
- (iii) One copy—this is retained by the Party.
- (iv) Exchange Control copy—This copy has to be filed in the Exchange Control Department of the Reserve Bank.

NOTE.—The Port Trust compares its Import Application with the duplicate Bill of Entry before granting delivery of the cargo but does not retain any copy of Entry for its record.

(4) *Vishakhapatnam*—4 copies, namely—

- (i) One copy—this copy is sent by Vishakhapatnam Customs Office to Hyderabad from where it is sent to Custom House, Madras, for preparation of Customs statistics in the Madras Custom House.
- (ii) One copy—utilised in granting delivery to the party. This copy is returned by the Port authorities to the Customs Office, Vishakhapatnam.
- (iii) One copy—Party's copy.
- (iv) Exchange Control copy—to be filed in Exchange Control Branch of Reserve Bank.

NOTE.—The Port compares its Import Application with duplicate Bill of Entry before granting delivery of the cargo but does not retain any copy of the Bill of Entry for its record.

(5) *Cochin*—4 copies, namely—

- (i) One copy—remains in the Customs House all along utilized by the Customs for their statistics.
- (ii) One copy—utilised in granting delivery of cargo to the party and ultimately returned by the Port to the Customs when the cargo is delivered from the Port premises.
- (iii) One copy—is retained by the party.
- (iv) Exchange Control copy—This copy has to be filed in the Exchange Control Department of the Reserve Bank.

NOTE.—The Port compares its Import Application with duplicate Bill of Entry before granting delivery of the cargo from its premises. does not retain any copy of Bill of Entry as its record.

(6) *Kandla*—4 copies namely—

- (i) One copy—is sent by the Customs Office, Kandla, to the Collectorate of Central Excise, Baroda for preparation of Customs statistics there.
- (ii) One copy—utilised in granting delivery of cargo to the party and ultimately returned by the Port to the Customs.
- (iii) One copy is retained by the party.
- (iv) Exchange Control copy—This copy has to be filed in the Exchange Control Department of the Reserve Bank.

NOTE.—The Port compares its Imports Application with duplicate Bill of Entry before delivery of the cargo, but does not retain any copy of Bill of Entry for its record.

(7) *Saurashtra Ports*—5 copies, namely—

- (i) One copy—remains in the Custom House all along utilised by the Customs for statistics.
- (ii) One copy—utilised in granting delivery to the party and ultimately returned by the Port to the Customs.
- (iii) One copy—for Port use. This copy is retained by the Port.
- (iv) One copy—is retained by the party as his copy.
- (v) Exchange Control copy—This copy has to be filed in the Exchange Control Department of the Reserve Bank.

NOTE.—The Port not only compares its Import Application with the duplicate Bill of Entry before delivery of the cargo but also retains a copy of Bill of Entry for its record.

SHIPPING BILL :(1) *Calcutta*—3 copies, namely—

- (i) One copy—remains in Custom House all along—utilized for preparation of Customs statistics.
- (ii) One copy—handled by party to Customs Officer at the Docks for allowing shipment. Finally returned by Dock Customs Officer to Custom House.
- (iii) One copy—party's copy.

NOTE.—The Port does not get a copy of the Shipping bill but the Port authorities do not allow shipment until 'Allow Order' is given by the Dock Customs Officers on the Export Challan.

(2) *Bombay*—4 copies, namely—

- (i) One copy—remains in Custom House all along—utilized for preparation of Customs statistics.
- (ii) One copy—returned by shipping companies to Custom House after shipment along with General Export Manifest.
- (iii) One copy—Party's copy
- (iv) One copy—Retained by Port Trust.

NOTE.—The Port gets a copy of the Shipping Bill and compares its Export Chappa with the Shipping Bill. Shipment is not allowed till "let export" order is granted on the diplomatic Shipping Bill and verified by the Port staff.

(3) *Madras*—3 copies, namely—

- (i) One copy—remains in the Customs House all along—utilized for preparation of Customs statistics.
- (ii) One copy—returned by shipping companies to Customs House after shipment along with General Export Manifest.
- (iii) One copy—party's copy.

NOTE.—The port does not get a copy of the Shipping Bill at all. The port is not responsible to see that "let export" order is given on the duplicate Shipping Bill before the goods are taken on board. The Port assumes no responsibility for shipment.

(4) *Vishakhapatnam*—3 copies, namely—

- (i) One copy—remains in the Customs House—utilised for preparation of Customs statistics.
- (ii) One copy—returned by Customs staff at the shed to the Custom Office.
- (iii) One copy—party's copy.

NOTE.—The three copies of the Shipping Bill are filed with the Port for insertion of Chappa number and the Port Charges to be realised. The three copies of the Shipping Bill are then presented to the Custom Office by the party for realisation of duties. The Port allows shipment only when it sees 'let export' order on the triplicate copy of the Shipping Bill. The port does not keep any copy of the Shipping Bill, for record.

(5) *Cochin*—3 copies, namely—

- (i) One copy—remains with the Customs House—utilized for preparation of Customs statistics.
- (ii) One copy—returned by the shipper to the Customs Officer on board after showing it to the Port staff. The Customs Officer on board returns it to Custom House.
- (iii) One copy—handed over by the party to the Chief Officer of the vessel for obtaining rate receipt. The Chief Officer hands it over to the Customs Officer on board, who in turn sends it to the Customs House.

NOTE.—The Port originally compares its Export Application with the Shipping Bill. The port does not retain a copy of the Shipping Bill for record but it checks the 'let export' order on the duplicate Shipping Bill before allowing shipment.

(6) *Kandla*—3 copies, namely—

- (i) One copy—sent by the Kandla Customs House to the Collectorate of Central Excise, Baroda, for the preparation of Customs statistics.
- (ii) One copy—returned by shipping companies to the Custom House.
- (iii) One copy—party's copy.

NOTE.—The Shipping Bill does not pass through the Port at all and the Port is not responsible for any wrong shipment. The responsibility is of the Shipping Company's.

(7) *Saurashtra Ports*—4 copies, namely—

- (i) One copy—remains in Custom House all along utilized for preparation of Customs statistics.
- (ii) One copy—returned by shipping companies to Customs House after shipment along with General Export Manifest.
- (iii) One copy—Party's copy.
- (iv) One copy—retained by Ports.

NOTE.—The Port gets a copy of the Shipping Bill and compares its Export Application with the Shipping Bill. Shipment is not allowed till "let export" order is granted on the duplicate Shipping Bill and verified by the Port staff.

APPENDIX XV

CONVERSION TABLE SUPPLIED BY THE MINISTRY OF TRANSPORT AND FOLLOWED BY
THE PORTS OF CALCUTTA, BOMBAY, MADRAS & COCHIN

All statistics to be shown in tons.

Dead weight to be given whenever it is readily available.

When dead weight is not readily available convert into tons at following rates :—

Animal and live Stock—

Sheep and Goats	40 = One ton.
Cattle	4 = " "
Poultry	80 doz. = One ton.
Carpets	50 c. ft. = " "
Cotton waste	5½ bales = " "
Cotton	5½ bales to a ton when each bale does not exceed 3½ cwt. and 4 bales to a ton when each bale exceeds 3½ cwt.

Cycles	50 c. ft. = One ton.
Duanagewood	100 " = " "
Electrical goods	70 " = " "
Fibres, including Jute	5½ bales = " "
Glassware	70 c. ft. = " "
Lac	70 " = " "
Liquors	200 Imperial gallons = One ton.
Lubricating oils	240 " " = " "
Medicines	70 c. ft. = One ton.
Motor Vehicles	one = Two tons.
Oilman Stores	40 c. ft. = One ton.

Petroleum—

Aviation (100 O.N.)	313 I. G. = One ton.
Aviation (other grades)	308 " = " "
Motor Spirit }	310 " = " "
Petrol }	
Benzine }	
Solvent Oil	302 " = " "
Superior K. Oil	288 " = " "
Inferior K. Oil	267 " = " "
H. S. D. Oil	270 " = " "
L. D. Oil	266 " = " "
Marine D. Oil	260 " = " "
Furnace Oil	245 " = " "
Spindle Oil	248 " = " "
Jute batching oil	257 " = " "
Piecegoods	7½ Bales = " "

Plywood including tea-

Chests and shooks	70 c. ft. = " "
-----------------------------	-----------------

Tea—

Chests containing 80 lbs. and over	20 Chests = " "
Chests containing less than 80 lbs.	40 Chests = " "
Timber	50 c. ft. = " "
Tobacco, including cigars and cigarettes	70 " = " "
Twist & Yarn	7½ bales = " "
Wool, raw	5½ " = " "
Turpentine	296 I. G. = " "
Vaporising Oil	280 " = " "

Commodities not included in the list to be converted as accurately as is practicable.

APPENDIX XVI

STATEMENT SHOWING THE NAMES OF COMMODITIES FOR WHICH TONNAGES OF IMPORTS OR EXPORTS ARE MAINTAINED BY THE MAJOR AND MINOR PORTS (ACCORDING TO ADMINISTRATION REPORTS AND DEPARTMENTAL STATEMENTS RECEIVED BY THE COMMITTEE)

MAJOR PORTS:—

Calcutta

Imports—55 Commodities (Appendix 4 of Administration Report 1952-53).

1. Animals and live stock. 2. Asphalt, Bitumen, Dammar and Pitch. 3. Betelnuts. 4. Bricks, Sand and Tiles. 5. Candles. Paraffin. Wax and Tallow. 6. Cement. 7. China Clay. 8. Chemicals other than Soda. 9. Coal. 10. Cotton. 11. Cycles. 12. Dates (wet). 13. Drugs. 14. Electrical Goods. 15. Fibres. 16. Flour. 17. Grain. 18. Glassware. 19. Groundnuts and Cashewnuts. 20. Gunnies. 21. Hardware. 22. Iron and Steel. 23. Liquors. 24. Lubricating Oils. 25. Machinery. 26. Manure. 27. Metals other than Iron and Steel. 28. Molasses. 29. Motor Vehicles. 30. Nails. 31. Oilman Stores. 32. Oils other than Petroleum and lubricating. 33. Paint and Varnish. 34. Paper including old newspapers. 35. Petroleum. 36. Piecegoods. 37. Plywood including tea chests and shooks. 38. Railway plant and materials. 39. Rubber—raw and manufactured. 40. Salt. 41. Seeds other than grains. 42. Soda. 43. Spices. 44. Sugar. 45. Sulphur. 46. Tea. 47. Timber. 48. Tin plate. 49. Tobacco including Cigars and Cigarettes. 50. Turmeric. 51. Twist and Yarn. 52. Wire. 53. Wool—raw. 54. Wattle bark. 55. Sundries.

Exports—41 Commodities (Appendix 5 of Administration Report 1952-53).

1. Bone and Bone Meal. 2. Bricks, Sand and Tiles. 3. Bunker coal. 4. Bunker Oil. 5. Carpet including matting. 6. Cement. 7. Coal. 8. Coir. 9. Cotton and Cotton Waste. 10. Grain. 11. Groundnuts and Cashewnuts. 12. Gunnies. 13. Hides and Skins. 14. Hemp. 15. Iron and Steel manufactured. 16. Iron—Pig. 17. Jute. 18. Lac. 19. Mica. 20. Manure. 21. Molasses. 22. Motor Vehicles. 23. Myrobalams. 24. Ores. 25. Oil Cakes. 26. Oil other than Petroleum. 27. Petroleum. 28. Piecegoods. 29. Rubber—raw and manufactured. 30. Salt. 31. Scrap. 32. Seeds other than grains. 33. Spices. 34. Sugar. 35. Tea. 36. Timber. 37. Tobacco including Cigars and Cigarettes. 38. Turmeric. 39. Twist and Yarn. 40. Wool. 41. Sundries.

Bombay

Imports—60 Commodities (Appendices Card C(1) of administration Report 1952-53).

1. Bamboos. 2. Betelnuts. 3. Bricks, Cement, Sand, etc. 4. Charcoal. 5. Chemicals. 6. China Clay. 7. Clay, country. 8. Coal. 9. Cocoanuts. 10. Copra. 11. Cordage and rope. 12. Cotton. 13. Dates. 14. Drugs and medicines. 15. Dyes, foreign. 16. Firewood. 17. Fish, dried. 18. Flour. 19. Fruits. 20. Fuel Oil. 21. Glassware. 22. Green Grass. 23. Rice. 24. Wheat. 25. Other kinds. 26. Groundnuts. 27. Gum of sorts. 28. Hardware. 29. Hay and straw. 30. Hassians and gunnies. 31. Iron and Steel. 32. Kerosene Oil. 33. Limestone. 34. Manure. 35. Metals. 36. Motor Cars and Lorries. 37. Machinery, boilers and railway materials. 38. Myrobalams. 39. Oilmanstores. 40. Oils, lubricating, etc. 41. Oils, vegetable, etc. 42. Paint. 43. Paper. 44. Pepper and ginger. 45. Piecegoods. 46. Petrol. 47. Salt. 48. Seeds of all kinds. 49. Spices. 50. Starch and farina. 51. Tallow. 52. Tea. 53. Timber. 54. Twist and yarn. 55. Turpentine (bulk). 56. Vaporising Oil. 57. Vegetables fresh. 58. Wires and Cables. 59. Government Stores. 60. Miscellaneous.

Exports—32 Commodities (Appendices C and C(1) of Administration Report 1952-53).

1. Chemicals. 2. Coal. 3. Cotton. 4. Drugs and medicine. 5. Flour. 6. Fuel Oil. 7. Gum of sorts. 8. Rice. 9. Wheat. 10. Other kinds. 11. Groundnuts. 12. Hardware. 13. Hemp. 14. Hides and skins. 15. Iron and Steel. 16. Kerosene Oil. 17. Machinery. 18. Manganese Ore. 19. Manure. 20. Myrobalams. 21. Oil Cakes. 22. Ores other than manganese. 23. Petrol. 24. Piecegoods. 25. Seeds. 26. Spices. 27. Sugar. 28. Twist and yarn. 29. Vegetable oils. 30. Wool. 31. Government stores. 32. Miscellaneous.

Madras

I. Imports—14 Commodities (Statement No. V of Administration Report 1952-53).

1. Coal 2. Foodgrains. 3. Metals. 4. Timber. 5. Textiles. 6. Building material, cement, etc. 7. Government stores. 8. Tanning substances including wattle bark. 9. Chemical manures. 10. Machinery. 11. Hardware. 12. Hides and skins. 13. Paper and Stationery. 14. All other imports.

I. Exports—9 Commodities (Statement No. VI of Administration Report 1952-53).

1. Seeds and nuts. 2. Hides and skins. 3. Vegetables and provisions. 4. Textiles 5. Turmeric. 6. Ores. 7. Tobacco. 8. Groundnuts oil. 9. All other exports.

II. Imports and Exports—59 Commodities or Group of Commodities. (According to Departmental Register—Statistical Heads).

1. Animals and livestock: (a) Sheep and goats, (b) Cattle, (c) Poultry, (d) Horses. (e) Others. 2. Apparel. 3. Arms, Ammunition, Military Stores: (a) Explosives and gunpowder, (b) Firearms, etc. 4. Betelnuts. 5. Building and Engineering materials other than Iron, Steel or Wood: (a) Asphalt, Bitumen, Dammer and pitch, (b) Bricks, Sand and Tiles, (c) Cement, (d) China clay, (e) Stone and Marble, (f) Asbestos Cement Sheets and pipes, (g) Kerb Stones, (h) Sand, (i) Other kinds. 6. Candles, Paraffin Wax and Tallow. 7. Chemicals other than soda: (a) Acids, (b) Other sorts. 8. Coal. 9. Coke. 10. Coir. 11. Drugs. 12. Dyeing and Tanning substances: (a) Myrabolams, (b) Aniline Dyes. (c) Turmeric, (d) Wattle Bark, (e) Other sorts. 13. Electrical Goods. 14. Fibres. 15. Fodder, Bran and Cattle Food. 16. Fruits and Vegetables: (a) Onions, (b) Mangoes, (c) Dates (wet), (d) Other sorts. 17. Glassware. 18. Grain and flour: (a) Rice and paddy (b) Wheat (c) Flour (d) Other sorts. 19. Hardware. 20. Hides and skins (a) Raw (b) Tanned. 21. Iron and Steel. 22. Iron and Steel (manufactured). 23. Lac. 24. Liquors. 25. Machinery. 26. Manures: (a) Bones and bone-meal, (b) Acetate of Lime, (c) Other sorts. 27. Matches. 28. Metals other than Iron and Steel, (a) Aluminium (b) Brass (c) Copper (d) Iron wrought (e) Iron Pig (f) Iron galvanized (g) Lead (h) Tin plates (i) Sovereigns in cases (j) Gold bars (k) Silver bars (l) Other sorts. 29. Mica. 30. Miscellaneous. 31. Motor Vehicles and Cycles: (a) Motor Vehicles (b) Cycles (c) Cycles and Accessories (d) Parts and Accessories of cars and trucks. 32. Nails. 33. Oils other than Petroleum and Lubricating: (a) Mineral Oils, others. (b) Vegetable Oils. (c) Groundnut Oil. 34. Oils Lubricating. 35. Petroleum: (a) Petrol in bulk. (b) Petrol in tins. (c) Fuel oil in bulk, (d) Kerosene oil in bulk (e) Kerosene oil in tins (f) Other Petroleum products. 36. Oil Cakes. 37. Ores: (a) Magnesite, (b) Manganese. (c) Chrome. (d) Barytes. (e) Others. 38. Paint—Varnish. 39. Paper including old newspaper. 40. Oilmen Stores: (a) Eggs in pots, (b) Coffee, (c) Other sorts. 41. Railway Plant and Materials: (a) S. I. Ry. (b) M. & S.M. Ry. (c) Mysore Railway (d) Other Railways. 42. Rubber—raw and manufactured. 43. Belt. 44. Scrap. 45. Seeds other than grain: (a) Castor, (b) Cotton, (c) Groundnuts, (d) Cashewnuts, (e) Linseed, (f) Others. 46. Soaps. 47. Soda. 48. Spices. 49. Sugar and Jaggery: (a) Sugar, (b) Molasses. (50) Sulphur. 51. Textiles: (a) Cotton (b) Cotton Waste (c) Twist and Yarn (d) Piece-goods (e) Gunnies (f) Hemp (g) Jute (h) Carpets including Matting (i) Wool. 52. Tobacco including Cigars and Cigarettes: (a) Raw (b) Manufactured. 53. Timber.

Vishakhapatnam

Imports—39 Commodities or Groups of Commodities (Statement published in Administration Report of 1952-53).

1. Asphalt, bitumen, dammer pitch. 2. Candles, paraffin wax and tallow. 3. China Clay. 4. Chillies. 5. Chemicals other than soda. 6. Coir. 7. Drugs. 8. Electric Goods. 9. Glassware. 10. Grains—(a) Rice (b) Wheat (c) Kaoliang (d) Milo. 11. Grains. 12. Glassware. 13. Gunnies. 14. Iron and Steel. 15. Liquors. 16. Lubricating Oil. 17. Life boats. 18. Machinery and parts. 19. Metals other than iron and steel. (a) Brass (b) Copper (c) Lead (d) Iron galvanized (e) Gun-metal (f) Zinc (g) Solder (h) Alloy. 20. Manure. 21. Miscellaneous Transshipment Cargo. 22. Miscellaneous. 23. Motor vehicles. 24. Mill boards. 25. Military Cargo. 26. Oils other than petroleum and lubricating. 27. Oilman stores. 28. Paper including old newspaper. 29. Petroleum—(a) Fuel oil in bulk (b) Kerosene oil in tins (c) Other than petroleum products. 30. Paints. 31. Rubber—

raw and manufactured. 32. Railway plant and materials. 33. Soap Soda. 35. Tea. 36. Timber. 37. Tobacco including cigars and cigarettes. 38. Twist and yarn. 39. Wire.

Exports—51 Commodities or Groups of Commodities (Statement published in Administration Report of 1952-53).

1. Beedi leaves. 2. Bones and Bonemeal. 3. Bunker coal. 4. Bunker oil. 5. Coal. 6. Carpets including matting. 7. Coir. 8. Chillies. 9. Dry leaves. 10. Electric Goods. 11. Furniture. 12. Grains (a) Rice. 13. Grams. 14. Groundnuts and cashewnuts. 15. Gunnies. 16. Hides and skins. 17. Horns. 18. Iron and steel manufactured. 19. Jaggery. 20. Jute and Hemp. 21. Life boats. 22. Metals other than iron and steel. 23. Miscellaneous Transhipment cargo. 24. Miscellaneous. 25. Motor vehicles and parts. 26. Machinery and Parts. 27. Myrabolans. 28. Medicines. 29. Military cargo. 30. Mica. 31. Ore (a) Manganese ore (b) Iron ore (c) Bauxite ore. 32. Oil cakes. 33. Oils other than petroleum. 34. Petroleum (a) Lubricating oil (b) Fuel oil in bulk (c) Kerosene oil in tins. 35. Palmyra fibre. 36. Paints. 37. Railway plant and materials. 38. Seeds other than grains (a) Coriander (b) Linseed (c) Annatto (d) Nuxvomiva (e) Tamarind (f) Mustard (g) Mowha (h) Niger (i) Til (j) Divi Divi (k) Gingelly (l) Kagu (m) Batana (n) Beans. 39. Spirit. 40. Soap. 41. Salt. 42. Soap. 43. Sugar. 44. Tea. 45. Twist and yarn. 46. Tobacco including cigars and cigarettes. 47. Turmeric. 48. Timber. 49. Tamarind. 50. Tapioca. 51. Wire.

Cochin

I. Imports—24 Commodities (Statement No. VII of Administration Report 1952-53).

1. Rice and paddy. 2. Other grains including pulses and flour. 3. Kerosene Oil. 4. Petrol. 5. Other mineral oils. 6. Coal. 7. Sugar. 8. Machinery, hardware, etc. including empty iron drums. 9. Cashewnuts. 10. Motor vehicles. 11. Chemicals and Chemical preparations. 12. Drugs and medicines. 13. Oil seeds including copra and groundnuts. 14. Paints and dyes. 15. Paper, old newspaper and stationery. 16. Cotton piecegoods and yarn. 17. Cotton, raw. 18. Plywood shooks and timber. 19. Oilman stores, provisions and spices. 20. Manures. 21. Tobacco including cigars and cigarettes. 22. Oilcakes. 23. Salt. 24. Miscellaneous.

Exports—24 Commodities Statement VIII of Administration Report of 1952-53).

1. Coir produce. 2. Tea. 3. Coconut oil. 4. Rubber. 5. Cocoanuts. 6. Cashew kernels. 7. Oilcakes. 8. Prawns, skinned. 9. Cotton, raw. 10. Cotton waste. 11. Paddy, Rice and other foodgrains. 12. Pepper. 13. Ginger. 14. Turmeric. 15. Nux Vomica. 16. Lemongrass oil. 17. Cashew shell liquid. 18. Coffee. 19. Copra. 20. Timber and wooden shooks. 21. Tiles and bricks. 22. Cement. 23. Mineral sand including calcined magnesite. 24. Miscellaneous.

II. Imports—55 Commodities (According to a Departmental Statement).

1. Animals and livestock. 2. Asphalt, bitumen, damar and pitch. 3. Betelnuts. 4. Bricks, sand and tiles. 5. Candles, paraffin wax and tallow. 6. Cement. 7. China Clay. 8. Chemicals other than soda. 9. Coal. 10. Cotton. 11. Cycles. 12. Dates (wet). 13. Drugs. 14. Electrical goods. 15. Fibres. 16. Flour. 17. Grains: (a) Rice (b) Wheat (c) Others. 18. Glassware. 19. Groundnuts and cashewnuts. 20. Gunnies. 21. Hardware. 22. Iron and steel. 23. Liquor. 24. Lubricating oils. 25. Machinery. 26. Manure. 27. Metals other than iron and steel: (a) Brass (b) Copper (c) Iron wrought (d) Iron galvanised (e) Lead (f) Others. 28. Molasses. 29. Motor vehicles. 30. Nail. 31. Oilmanstores. 32. Oils other than petroleum and lubricating. 33. Paints and varnish. 34. Paper including old newspaper. 35. Petroleum: (a) Petrol in bulk (b) Petrol in tins (c) Fuel oil in bulk (d) Kerosene oil in bulk (e) Kerosene oil in tins (f) Other petroleum products. 36. Piecegoods. 37. Plywood including tea-chests and shooks. 38. Railway plant and materials. 39. Rubber raw and manufactured. 40. Salt. 41. Seeds other than grain. 42. Soda. 43. Spices. 44. Sugar. 45. Sulphur. 46. Tea. 47. Timber. 48. Tin Plate. 49. Tobacco including cigars and cigarettes. 50. Turmeric. 51. Twist and yarn. 52. Wire. 53. Wool, raw. 54. Wattle bark. 55. Sundries.

Exports—41 Commodities (According to a Departmental Statement).

1. Bones & Bonemeal. 2. Bricks, sand and tiles. 3. Bunker coal. 4. Bunker oil. 5. Carpets including matting. 6. Cement. 7. Coal. 8. Coir: (a) Yarn (b) Mats, mattings, rope etc. (c) Fibre. 9. Cotton. 9A Cotton waste. 10. Grain: Rice.

Wheat, Others. 11A. Groundnuts. 11B. Cashewnuts. 11C. Cashew kernels. 12. Gunnies. 13. Hides & skins. 14. Hemp. 15. Iron & steel, manufactured. 16. Iron, pig. 17. Jute. 18. Lac. 19. Miça. 20. Manure. 21. Molasses. 22. Motor vehicles. 23. Myrobalans. 24. Ores—Manganese, others. 25. Oilcake. 26. Oils other than petroleum. (a) Coconut oil (b) Groundnut oil (c) Lemon grass oil (d) Cashew Shell Oil (e) Others. 27. Petroleum (a) Petrol in bulk (b) Petrol in tins (c) Fuel oil in bulk (d) Kerosene oil in bulk (e) Kerosene oil in tins (f) Other petroleum products. 28. Piecegoods. 29. Rubber, raw and manufactured. 30. Salt. 31. Scrap. 32. Seeds other than grains—Castor, Linseed, Others. 33. Spices—Pepper, Ginger, Cardamoms, Others. 34. Sugar. 35. Tea. 36A. Timber. 36B. Wooden shooks. 37. Tobacco including cigars & cigarettes. 38. Turmeric. 39. Twist & yarn. 40. Wool, raw. 41. Miscellaneous: Betelnuts, Chemicals, China clay, Cocoanuts, Coffee, Copra, Drugs. Fish salted and unsalted, Fruits and vegetables. Matches, Nux vomica, Soap. Military cargo, Sundries, Transhipment Cargo.

Kandla Major Port and Minor Ports of Tuna & Jungi

Imports—6 Commodities (According to Monthly Progress Report).

1. Coal in bulk. 2. Timber. 3. Cement. 4. All kinds of cargo packed in bags.
5. Iron and Steel. 6. Miscellaneous.

Exports—5 Commodities (According to Monthly Progress Report).

1. Bags cargo. 2. Oil seeds. 3. Cotton, wool and raw. 4. Miscellaneous.
5. Salt.

MINOR PORTS.

Orissa Minor Ports

Import—7 Commodities (According to a Register maintained at the Port of Chandbali).

1. Salt in bags of 2 Maunds. 2. Kerosene oil in gallons. 3. Mustard oil in gallons. 4. Betel nuts in bags. 5. Spices of sorts. 6. Sugars. 7. Miscellaneous cargo.

Export—3 Commodities (According to a Register maintained at the Port of Chandbali).

1. Paddy in bags of 2 Maunds. 2. Rice in bags of 2 Maunds. 3. General cargo in Maunds.

Madras and Andhra (other than Tuticorin)

I. Imports and Exports, according to principal commodities by sailing vessels (Appendix C of Administration Report for 1952-53).

Exports.—1. Old iron scrap, empty drums etc. 2. Beedi leaves, paddy, etc. 3. Kerosene oil, diesel oil, etc. 4. Lunamadala logs. 5. Roofing tiles, firewood, etc. 6. Lunamadala logs, 7. Timber, salt, etc. 7. Firewood, chanks, etc. 8. Road metal, tiles, etc. 9. Road metal and salt. 10. Salt, dates, etc. 11. Salt, tiles and bricks, etc. 12. Salt. 13. Betel nuts, dry fish, etc. 14. Salt, grains, etc. 15. Salt, oil cakes, etc. 16. Tiles, wood logs, etc. 17. Firewood, salt, etc. 18. Grains and pulses, oil cakes, etc. 19. Salt, mineral oil, etc. 20. Salt, dry fish, etc. 21. Salt, tiles, etc. 22. Tiles, fish products, etc. 23. Government salt and tiles. 24. Ridge tiles, bamboos, etc.

Exports.—1. Old iron scrap, empty drums, etc. 2. Bedi leaves, paddy, etc. 3. Ground-nut kernals, rice, etc. 4. Ammonium Sulphate, cement etc. 5. Lunamadalla logs. 6. Tiles jaggery powder, etc. 7. Cocoanuts and bullocks. 8. Lunamadalla logs. 9. Firewood, road metal etc. 10. Earthen roofing tiles, timber, etc. 11. Turtles, Salt, etc. 12. Teakwood planks, etc. 13. Tiles, timber, etc. 14. China clay, cocoanuts, etc. 15. Cocoanuts, timber etc. 16. Bamboo mats, cocoanuts, etc. 17. Cocoanuts and other sundries, etc. 18. Cocoanuts unhusked, mango wood planks, etc. 19. Tiles, salted dry and wet fish etc. 20. Firewood, etc. 21. Cocoanuts, chunam shells, etc. 22. Salted fish, mats, etc.

II. Imports and Exports at a Port—27 Commodities—(According to a Departmental Statement).

1. Betelnut and Supari. 2. Bonemeal. 3. Cardamoms. 4. Cashew kernels and Cashewnuts. 5. Cashew Shell Oil. 6. Coffee. 7. Copra. 8. Textile (C. P. Goods). 9. Chunnam Shells. 10. Coir fibre and C. yarn. 11. Coffee husk. 12. Chillies. 13. Fish and fish manure. 14. Firewood. 15. Grains and gram. 16. Hardware. 17. Oil vegetable. 18. Pepper. 19. Rice. 20. Sugar and Sugar Candy. 21. Salt. 22. Tiles. 23. Tobacco. 24. Timber. 25. Wine. 26. Oil cake,

Tuticorin

I. By Sailing Vessels (Appendix IV of Administration Report for 1952-53).

Imports—1. Timber. 2. Firewood. 3. Charcoal. 4. Dried Fish. 5. Old empty gunnies. 6. Coconut Thatties. 7. Yarn crops. 8. Chanks. 9. Miscellaneous. 10. Coccoanuts. 11. Tiles.

Exports—1. Cement. 2. Salt. 3. Jaggery. 4. Onions. 5. Tamarind. 6. Country drugs. 7. Beedies. 8. Oil. 9. Stone grinders. 10. Chillies. 11. Chanks. 12. Cheeyakai. 13. Sugar Candy. 14. Kalna. 15. Miscellaneous. 16. Tiles.

II. Tonnages of Imports and Exports (According to a Departmental statement).

Imports—1. Grains. 2. Machinery. 3. Coal. 4. Cotton. 5. Firewood. 6. Miscellaneous.

Exports—1. Onions, etc. 2. Fibre. 3. Cotton. 4. Public Salt. 5. Goats. 6. Miscellaneous.

Travancore-Cochin

Commodity wise statistics maintained but no statement supplied

Bombay

84 Minor Ports—No statistics maintained.

Okha

Imports—6 Commodities (Annual statement of Imports and Exports).

1. Petrol. 2. Foodgrains. 3. General cargo. 4. Railway material. 5. Coal. 6. Dates.

Exports—6 Commodities (Annual statement of Imports and Exports)

1. Cement. 2. Petrol. 3. General. 4. Coal. 5. Salt. 6. Foodgrain.

Saurashtra

By Steamers :

I. Imports—19 Commodities (Appendix A of Annual Traffic Review for 1952-53).

1. Grain and Pulses. 2. Coal and Coke. 3. Wood and timber. 4. Cotton raw and cotton seeds. 5. Mineral oils. 6. Building materials. 7. Dates. 8. Coccoanuts. 9. Groundnuts. 10. Iron and steel. 11. Sugar and sugar candy. 12. Gunnies. 13. Coir yarn. 14. Tea. 15. Betelnuts. 16. Molasses. 17. Hardware. 18. Metals. 19. All other articles.

Exports—(Appendix C of Annual Traffic Review for 1952-53).

1. Salt. 2. Cement. 3. Onions. 4. Oil cakes. 5. Grains and pulses. 6. Groundnuts. 7. Lime and Lime stone. 8. Cotton raw. 9. Oils castor, Groundnuts and vegetable. 10. Iron and Steel. 11. Building materials. 12. Wool raw. 13. Bones and Bone meal. 14. Castor seeds and other seeds. 15. Fish. 16. Sugar and Sugar candy. 17. Ghee. 18. All other kinds.

II. Imports—(Appendix B of Annual Traffic Review for 1952-53).

1. Grains and pulses. 2. Coal and coke. 3. Wood & timber. 4. Cotton seeds. 5. Mineral oils (including Lubricating Oil). 6. Building materials. 7. Dates. 8. Iron and Steel. 9. Coccoanuts. 10. Gunnies. 11. Tea. 12. Molasses. 13. Metals other than Iron and Steel. 14. Cement. 15. All other articles

Exports—(Appendix D of Annual Traffic Review for 1952-53).

1. Salt. 2. Cement. 3. Oil cakes. 4. Onions. 5. Lime and Lime Stone. 6. Grains. 7. Oil Vegetable. 8. Raw Wool. 9. Groundnuts. 10. Raw Cotton. 11. Fish. 12. Ghee. 13. Castor oil seeds. 14. All other articles.

By Sailing Vessels :

Imports—12 Commodities (Appendix B of Supplementary Traffic Review for 1952-53).

1. Timber. 2. Cotton Seeds. 3. Mineral oils. 4. Building materials. 5. Dates. 6. Coal. 7. Cocoanuts. 8. Seeds Groundnuts, other vegetable. 9. Iron and Steel. 10. Grain and Pulses. 11. Molasses. 12. All other goods.

Exports—12 Commodities (Appendix C of Supplementary Traffic Review).

1. Onions. 2. Oil cakes (groundnuts and others). 3. Cement. 4. Oil seeds (groundnuts, castor and other vegetable). 5. Lime and lime stones. 6. Oils, castor, groundnuts and other vegetable. 7. Iron and steel. 8. Cotton raw. 9. Salt. 10. Fish. 11. Ghee. 12. All other goods.

*Kutch**(i) Mandvi*

Imports—25 Commodities (According to annual statements maintained at the ports).

1. Kerosene. 2. Petrol. 3. Oil cakes. 4. Iron and steel. 5. Teakwood furniture. 6. Sugar. 7. Rice. 8. Wheat. 9. Pulses. 10. Cotton seeds. 11. Coal. 12. Coir manufacture. 13. Beedi leaves. 14. Cement. 15. Cotton. 16. Soap. 17. Ghee. 18. Other oils. 19. Diesel. 20. Timber. 21. Grain general. 22. Grain flour. 23. Tobacco. 24. Groundnut oil cakes. 25. General cargo.

Exports—6 Commodities.

1. General cargo. 2. Brass. 3. Copper. 4. Groundnuts. 5. Empty bags (Gunny) 6. Oil cakes.

(ii) Mundra

Imports—24 Commodities

1. Jaggery. 2. Kerosene. 3. Petrol. 4. Timber. 5. Cotton seeds. 6. Cement. 7. Groundnut oil. 8. Beedi Leaves. 9. Dry dates. 10. Tipping wagons. 11. Grain general. 12. Oil cakes. 13. Other oil. 14. Wet dates. 15. Ghee. 16. Tobacco. 17. Grain flour. 18. Sugar. 19. Coal. 20. Soap. 21. Diesel. 22. Wheat. 23. Teakwood and furniture. 24. General cargo.

Exports—5 Commodities.

1. General cargo. 2. Wool. 3. Hide skin. 4. Ghee. 5. Wood general.

(iii) Jakhau

Imports—7 Commodities.

1. Petrol. 2. Diesel. 3. Cement. 4. Teakwood furniture 5. Timber. 6. Oil cakes. 6. General cargo.

Exports—2 Commodities

1. General Cargo. 2. Salt.

(iv) Lakhpat

Imports—2 Commodities.

1. Timber. 2. General cargo.

Exports—1 Commodity.

Gypsum.

(v) Koteswar

Imports—Nil.

Exports—1 Commodity.

White clay.

APPENDIX XVII

U. K. MERCHANT NAVY STATEMENT SHOWING GAINS AND LOSSES AND NET GAIN DURING THE MONTH OF FEBRUARY, 1954, AND TOTAL EFFECTIVE STRENGTH AT THE END OF THE MONTH, BASED ON AN ANALYSIS OF THE EFFECTIVE SECTION OF THE CENTRAL REGISTER OF SEAMEN.

NOTE.—The Effective Section of the Central Register of Seamen comprises seamen (except Asiatic seamen normally serving on Articles opened and closed in Asia) reported as members of the crew in a current Agreement or "List" rendered under Section 118, 119 or 253 of the Merchant Shipping Act, 1894, or having ceased to serve on such an Agreement since 28th February, 1953, and not having surrendered a British Seaman's Identity Card, are *Prima facie* available for sea-going employment.

Group	New Ent-rants (Not previously recorded in M.N. Service.)	Re-ent-rants (Previously served in M.N.)	Trans-fers into Group on change in Rank or Rating	Total Cols. (2) to (4)	M.N. Service ceased; ore B.S.I.C. Surrendered	Work-ing ash-ore (B.S.I.C. not surrendered)	Sea-going Employment ceased prior to 1-3-53. No subsequent report of engagement in Merchant Navy	Deaths	Trans-fers out of Group on change in Rank or Rating	Total Cols. (6) to (10)	Gain	Loss	Total Effective Strength of Merchant Navy at 28-2-54
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Masters & Deck Officers (Cert.)	..	67	69	136	37	1	62	2	2	104	32	..	14,012
Masters & Deck Officers (Uncert.)	4	12	25	41	8	5	10	..	27	50	..	9	1,920
Apprentices & Cadets	114	5	1	120	20	..	13	1	55	89	31	..	4,989

1	2	3	4	5	6	7	8	9	01	11	12	13	14
Engineer Officers (Cert.) . . .	1	47	83	131	31	1	33	2	..	67	64	..	7,732
Engineer Officers (Uncert.) . .	241	85	7	333	126	14	59	2	85	286	47	..	16,517
Radio Officers . . .	51	25	..	76	18	2	15	..	..	35	41	..	3,390
Deck Ratings . . .	288	201	29	518	279	21	158	10	38	506	12	..	32,969
Engine Room Ratings . . .	139	189	14	342	160	20	105	7	13	305	37	..	19,933
Catering Dept. (including Pur- sers and Writers.)	347	200	15	562	345	43	166	9	25	588	..	26	41,239
Miscellaneous (including Sur- geons.)	49	32	16	97	34	3	24	2	14	77	20	..	2,988
TOTALS . . .	1,234	863	259	2,356	1,058	110	645	35	259	2,107	284	35	1,44,789
											Net Gain	249	

During the month 60 Second Mates and 9 Mates (Home Trade) Certificates were prepared for issue to Uncertificated Deck Officers, Apprentices, Cadets and Deck Ratings, and 88 Second Class Certificates were prepared for issue to Uncertificated Engineers.

The Holders of these Certificates (in so far as they are included in the Effective Section of the Central Register of Seamen) have been transferred from their pre-Certificated rank or rating group to the "Masters and Deck Officers (Certificated)" and "Engineer Officers (Certificated)" group respectively.

General Register and Office of Shipping and Seamen,
Llantrisant Road, Llandaff, CARDIFF.

A. G. BLOWS,
Registrar General.
March 1954

APPENDIX XVIII

LAKE SUCCESS, NEW YORK.

15th July, 1950.

INTERNATIONAL STANDARD DEFINITIONS FOR TRANSPORT STATISTICS

Statistical Paper Series No. 8.

* * * * *

22. UNITS FOR MEASUREMENTS.—(a) For international purposes the metric system of weights and measures should be used, but each country or territory will, of course, collect and publish figures in the units to which it is accustomed.

(b) Weights of goods should, where possible, be gross, that is it should be the weight of the goods plus such of their packing as is not part of the vehicle carrying them. Where the weight used for computing the tariff differs from the gross weight, the gross weight should, where possible be used. The weight of "containers" (i.e. special equipment in which less than full vehicle loads are placed for protection and ease of handling) should be excluded from the figures.

(c) The figures should include livestock; for the conversion of heads of livestock into weight units each country must determine its own factors.

(d) In some countries certain goods are measured in "shipping tons" of various descriptions which depend on the volume of the goods or the area they occupy. If a series so measured enters into the statistics defined in this paper, the country should establish for the series a "specific gravity" to be used in international statistics for converting the elements of the series to units of weight.

(e) The actual travel to which season and multi-trip tickets give rise is often computed from an average number of journeys per ticket. This average must be determined in each country to make possible the nearest approach to the true number of journeys.

* * * * *

26. WATER-BORNE TRAFFIC.—(a) Because inland waterways may lead continuously into coastal waters which in turn merge into the sea specific definitions for statistical purposes of inland waterways traffic, coastwise traffic, and international sea-borne traffic are required. By coast-wise traffic will be meant traffic by sea between the ports of a single country; goods or persons will be said to have moved by inland waterways if no part of their journey in the vessel in question was by sea. These distinctions are made precise in sub-paragraphs (f), (g) and (h) of this paragraph.

(b) *Sea*.—In general a sea is a navigable body of salt water having a salt water connection with the great oceans of the world. The Great Lakes of North America and the St. Lawrence River will, because of the size of the system they compose and its international character, here be classed as seas. Canals like the Kiel, Panama, Suez and Welland Canals, primarily for the use of large ocean-going vessels, will also be classed as part of the sea. Rivers above their mouths will not be classed as part of the sea.

(c) *Inland Waterways*.—Navigable waterways not classed as part of the sea are called inland waterways.

(d) *Ports*.—A point at which goods or passengers are loaded from land to a vessel or from a vessel to land or transhipped from a vessel moving in one form of transport to a vessel moving in another will be called a port. The meaning here given to the word "Port" includes all points of loading and unloading even if they are not specially equipped with wharves or other apparatus.

(e) *Sea voyage*.—A person or a consignment of goods will be said to have made a sea voyage if part or least of the journey of each ship in which the goods or person travelled way by sea. Transshipment in bend from one sea-going vessel to another will or will not be said to have terminated one voyage and begun another depending on whether or not the transshipment was interrupted by consignment of entrepot. Transshipment between a sea-going vessel and a vessel carrying the goods or person on inland waterways will be said to have terminated one voyage and begun another.

(f) *International sea-borne traffic*.—A person or a consignment of goods will be said to have moved in international sea-borne traffic if after having been loaded in a port of a country 'A' it made a sea voyage to a port of another country B and was there unloaded.

(g) *Coast-wise traffic*.—A person or a consignment of goods will be said to have moved in the coastwise traffic of country 'A' if after having been loaded in a port of country 'A' it made a sea voyage to another port of country 'A' and was there unloaded (see paragraph 21-b). "Coastwise" traffic as here defined, therefore, includes "grand cabotage," that is, traffic BETWEEN two ports of the same country when the voyage is around another country. Examples of grand cabotage are the trips: Marseilles—Le Havre, Karachi—Chittagong, New York—San Francisco.

(h) *Inland waterways traffic*.—Statistics should include the persons or consignments of goods moved in the inland waterways except those marking a sea voyage [see (e) above.]

(i) *Tonnage measurement of ships*.—In this chapter and the next the net registered tonnage and gross registered tonnage of sea-going ships will be referred to. There is no internationally accepted definition of these terms, but a CONVENTION FOR A UNIFORM SYSTEM OF TONNAGE MEASUREMENT OF SHIPS, agreed at Oslo on 10th June, 1947, by the Plenipotentiaries of the Government of Belgium, Denmark, Finland, France, Iceland, the Netherlands, Norway and Sweden, provided that

"the Contracting Governments undertake to observe the regulations entitled "International Regulations for the Tonnage measurement of ships" issued through the League of Nations and dated June 20th 1939.

(These regulations are League of Nations Document C. 108 M 63 and 63-a 1939 VIII. Article 10 of the Convention remarks that the principles they lay down are generally known as the English system.) The Convention has not yet received a sufficient number of ratifications to come into force.

* * * * *

SECTION E.—COASTWISE SHIPPING.

47. The most convenient way to obtain data on coastwise shipping traffic is by means of port statistics. The general definitions given in Section A of this chapter require, in this case, the additions and explanations which follow.

48. **DEFINITIONS OF ARRIVALS AND DEPARTURES OF VESSELS.**—(a) A vessel will be said to have **ARRIVED** at a port **WITH CARGO** in coastwise traffic if it touches at the port to unload goods (including mail, bullion and specie) carried in commercial coastwise traffic.

(b) A vessel will be said to have departed from a port **WITH CARGO** in coastwise traffic if it leaves the port after having loaded goods (including mail, bullion, and specie) carried in commercial coastwise traffic.

(c) A coastwise vessel arriving without unloading or departing without having loaded goods (including mail, bullion and specie) carried in commercial traffic will be said to have entered or cleared in **BALLAST**.

(d) Every arrival or departure with cargo in coastwise traffic should be counted no matter how many ports are touched during a voyage; and, if a ship making international voyage stops to unload or load goods (including mail, bullion and specie) in commercial coastwise traffic, the resulting arrival or departure should be included in the figures.

(e) Where arrivals and departures with cargo cannot be separated from those in ballast, the sums for vessels with cargo and in ballast should be shown and the fact that this is being done should be indicated.

49. It is suggested below that each country collect the figures for the net registered tonnages of vessels, foreign and domestic, arrived and departed with cargo at its ports in coastwise traffic.

50. SERVICE TRAFFIC.—(See paragraph 17) includes the ballast vessels.

51. For coastwise traffic there is no essential difference between the quantity of goods loaded, the quantity of goods unloaded, and the quantity of goods carried in a given period (see paragraphs 23 and 28).

52. The text of Section A of this chapter and of this section gives rise to definitions of the following statistical series for coastwise shipping traffic:—

goods unloaded,

net registered tonnage of vessels arrived with cargo in coastwise traffic,

net registered tonnage of vessels departed with cargo in coastwise traffic,

which are the subject of the resolution quoted in paragraphs 6 and 7 of the Introduction.

SECTION F.—INTERNATIONAL SEA-BORNE SHIPPING.

53. The most convenient way to obtain data on international sea-borne traffic is by means of port statistics. The general definitions given in Section A of this chapter require, in this case, the additions and explanations which follow.

54. DEFINITIONS OF ENTRANCE AND CLEARANCE OF VESSELS.—(a) A vessel will be said to have *ENTERED* a port *WITH CARGO* in external trade if it touches at the port to unload goods (including mail, bullion and specie) carried in commercial international sea-borne traffic.

(b) A vessel will be said to have *cleared* a port *with cargo* in external trade if it leaves the port after having loaded goods (including mail, bullion and specie) carried in commercial international sea-borne traffic.

(c) A vessel in foreign trade entering without unloading or clearing without loading goods (including mail, bullion, and specie) in commercial traffic will be said to have entered or cleared in ballast.

(d) When a vessel in foreign trade enters or clears several ports of a country A in succession with cargo without entering or clearing a port of another country B with cargo, only the first entrance and the last clearance at its ports shall be counted by country A.

(e) Where entrances and clearances with cargo cannot be separated from those in ballast, the sums for vessels with cargo and in ballast should be shown and the fact that this is being done should be indicated.

55. It is suggested that each country collect the figures for the net registered tonnage of vessels, foreign and domestic, entered and cleared with cargo at this port in external trade.

56. Service traffic includes the ballast of vessels (see paragraph 17).

57. The text of Section A of this chapter and of this section gives rise to definitions of the following statistical series for international sea-borne traffic:—

goods loaded,

goods unloaded,

net registered tonnage of vessels cleared with cargo in external trade,

net registered tonnage of vessels cleared with cargo in internal trade,

which are the subject of the resolution quoted in paragraphs 6 and 7 of the Introduction.

* * * * *

SECTION E.—SEA-BORNE SHIPPING.

102. Because the same vessels may be used both in coastwise and international sea-borne trade, no distinction in the figures for the number and capacity of sea-going vessels will be made between those trades.

103. Methods employed for establishing national statistics for fleets of sea-going merchant vessels vary widely. Most figures are in units of gross registered tons but some are in net registered or dead weight tons. The lower limit of the tonnage of the vessels included in the statistics varies from 5 to 500 tons. For general economic purposes figures showing powered vessels of 100 gross tons or over and analysed according to the use of which the vessel is designed appear to be sufficient. The figure of 100 gross registered tons is chosen because it is the one used in the main summary tables published annually by LLOYD'S REGISTER of Shipping, a source often used for international comparisons.

104. **THE VESSELS TO BE INCLUDED.**—The statistics of a country should include those vessels which are:

- (a) registered in the country,
- (b) primarily engaged in carrying sea-borne commercial traffic,
- (c) moved by mechanical power installed in the vessel (including sailing vessels with auxiliary power), and
- (d) of 100 gross registered tons or over.

Vessels not designed primarily to carry passengers or cargo and harbour vessels should both be excluded from the statistics.

105. **THE TYPES OF VESSELS.**—(a) *Passenger vessels.*—Vessels designed to carry more than 12 passengers* whether or not they can also carry (it should, of course, be remembered that most vessels in this class earn a substantial part of their revenue by carrying dry cargo).

(b) *Tankers.*—Vessels, other than passenger vessels, designed primarily to carry liquid cargo in bulk.

(c) *Dry cargo vessels.*—Vessels other than passenger vessels and tankers.

106. **THE NUMBER OF VESSELS.**—The number of vessels should in vessel statistics, be shown under the headings: Passenger Vessels, Tankers, Dry Cargo Vessels.

107. **CAPACITY OF VESSELS.**—Vessels Statistics should show the passenger carrying capacity of passenger vessels and the total gross registered tonnage of each of the three types of vessels defined in paragraph 105.

108. The text of Section A of this chapter and of this section gives rise to definitions of the following statistical series for sea-going vessels:

Number and gross registered tonnage of—

- (a) passenger vessels,
- (b) tankers,
- (c) dry cargo vessels.

Passengers capacity of passenger vessels.

These series are the subject of the Resolutions quoted in paragraphs 6 and 7 of the Introduction.

* This definition is taken from: International Conference on Safety of Life at Sea, 1948: "Final Act. etc.", Chapter I, Regulation 2, London, His Majesty's Stationery Office.

APPENDIX XIX
TABLE V—TRANSPORTATION OF INTERNATIONAL MONETARY FUND MANUAL
A. Receipts

Reporting Country	Period covered	Exchange Rate : U.S. \$..per.....					
Currency.....	Unit.....						
Item	Vessels		Aircraft	Rail	Road	Unclassi- fied	Total
	Ocean	Other					
<i>Receipts:</i>							
1. Gross freight (1.1 through 1.3)							
1.1 On imports							
1.2 On exports (Include in Table I, item 4.1)							
1.3 Other (include in Table I, item 4.1)							
2. Passenger fares (2.1 plus 2.2) (Include in Table I, item 4.2)							
2.1 International traffic							
2.2 Other							
3. Port disbursements (3.1 plus 3.2) (include in Table I, item 4.2)							
3.1 Repairs							
3.2 Other							
4. Miscellaneous (4.1 plus 4.2) (Include in Table I, item 4.2)							
4.1 Charter hire							
4.2 Other							
5. TOTALS							
5.1 c.i.f. basis (1 through 4)							
5.2 f.o.b. basis (5.1 minus 1.1)							

ITEMS:—

1. Include here gross freight payments received by domestically-operated carriers from both residents and foreigners, to the extent indicated in notes to the sub-items.

1. (1) Freight on imports paid to domestically-operated carriers should be entered here. Freight charges accrued after customs declaration should be excluded. This item is equal to Table II, item 3. (1).

1. (2) Freight on exports paid to domestically-operated carriers should be entered here. Freight receipts for transport within the territory of your country should be excluded. The cost of transportation services rendered to foreigners by your country without receiving payment from foreigners should be included with a contra-entry in Table X.

1. (3) This item should include freight payments received by domestically-operated carriers from residents and foreigners in cross trade *i.e.*, between any two foreign countries), transit traffic within your country, foreign coastal traffic, and other traffic within foreign territory. If freights earned in foreign countries are large, they should be shown separately in an appendix to this table in order to facilitate studies of freight on international (as opposed to intranational) movement of goods. For treatment of transportation services rendered without receiving payment, *see* note to item 1.(2).

2. The items in this group should include passenger fares and payment for shipboard and similar expenses received from foreigners by domestically-operated carriers. *See* note to item 11.

2. (1) Include in this item payments received from foreigners by domestically-operated ships and aircraft international service.

2. (2) Include here payments received for services rendered by domestically-operated carriers in foreign coastal traffic or within territories of foreign countries.

3. These items should cover disbursements by foreign-operated carriers within your country.

3. (1) Exclude conversions and reconversions of foreign ships and aircraft which should be entered under Table II(a), item 1. (6).

3. (2) Include such items as fuel, ships' stores and similar supplies, harbour fees, dues, and expenditure of crews.

4. (1) This item should cover receipts on account of charter hire of domestically-owned carriers to foreign operators.

4. (2) This item may include, *e.g.* transit charges (other than freight for foreign goods) not included in other items (cost of loading or unloading, etc.), although these will, in most cases, be covered by item 3. (2), and mail fees earned by domestically-operated carriers.

5. (1) This is the total of transportation receipts appropriate to imports valued c.i.f. in Table I.

5. (2) This is the total of transportation receipts appropriate to imports valued f.o.b. in Table I.

6. (1) This item is equal to Table II, item 3.2. Include any foreign costs of transport accrued after shipment from the exporting country such as freight paid to foreign-operated carriers or costs of transshipment. Exclude costs accrued after customs declaration in your country. The value of transportation services received from foreigners without payment should be included with a contra-entry in Table X.

6. (2) Enter here payments to foreign-operated carriers for freight transport services rendered in domestic coastal traffic or within the territory of your country.

7. Passengers fares and shipboard and similar expenses paid by residents to foreign-operated carriers should be included here.

7. (1) If the amounts paid to foreign-operated ships and aircraft cannot be separated from travel expenditures, include them in Table IV instead of in this item.

7. (2) Payment to foreign-operated carriers for services rendered in domestic coastal traffic or within the territory of your country should be included here.

8. This item should cover disbursement abroad by domestically-operated carriers.

8. (1) Repairs should exclude conversions and reconversions of ships and aircraft which should also be entered under Table II(a), item 2. (5).

8. (2) Include payments for such items as fuel, ships' Stores, and similar supplies, harbour fees, dues, and expenditures of crews. Wages paid to foreign crews and transferred to the country in which the sailor is a resident should be entered under Table IX, item 1. (1).

9. (1) Payments on account of charter hire or rent of foreign-owned carriers by domestic operators are to be entered here.

9. (2) Include, among other things, mail fees paid to foreign-operated carriers.

10. (1) This is the total of transportation payments appropriate to imports valued f. o. b. in Table 1.

10. (2) This is the total of transportation payments appropriate to imports valued c. i. f. in Table 1.

11. Passenger fares and shipboard expenses paid by residents to domestically-operated carriers in connection with travel beyond the borders of your country are to be included here. This information is required to yield total receipts of your country from international transportation, whether from domestic or foreign sources. If the system applied in estimating travel expenditures necessitates the inclusion in the travel account of payments made to domestically-operated carriers (ships, aircraft, buses, etc.) in connection with travel beyond the borders of the reporting country, such domestic transactions will have to be offset under item 2, while item 11 will have to be left blank. If so, indicate that fact.

नमो भगवते वासुदेवाय

APPENDIX XX
NEW FORMS OF EMBARKATION & DISEMBARKATION CARDS.

REGISTRATION OF FOREIGNERS RULES, 1939.

FORM 'E'

(Embarkation Card)

(See Rules 15 and 16)

(IMPORTANT.—This card must be filled in by the passenger before embarking)

Name of shipping or Aircraft company.

Name of Vessel or Aircraft.

Port of dis-embarkation abroad.

1. Name in full: Mr./Mrs./Miss (in block letters).
2. Nationality
3. Nationality at birth
4. Date of birth
5. Place of birth
6. No. of Passport
7. Place of issue
8. Date
9. Country of residence (Usual or permanent).
10. Occupation
11. Purpose of visit
12. Address in India
13. Port of departure

Date.

Signature.

REVERSE.

(FOR OFFICIAL USE ONLY)

Number, date and place of issue of Registration Certificate.....

District of Registration.....

Remarks of Registration Officer.....

REGISTRATION OF FOREIGNERS RULES, 1939.

FORM 'F'

(Dis-embarkation Card)

(See Rule 16)

(IMPORTANT.—This card must be filled in by the passenger before dis-embarking in India)

Name of shipping or Aircraft company.

Name of vessel or Aircraft.

1. Name in full Mr./Mrs./Miss (in Block letters)
2. Nationality
3. Nationality at birth
4. Date of birth
5. Place of birth

6. No. of Passport
7. Place of issue
8. Date.
9. Country of residence (Usual or permanent)
10. Occupation
11. Duration of proposed stay in India
12. Purpose of visit
13. Address in India

Date

Signature

REVERSE.

(FOR OFFICIAL USE ONLY)

Number and date of Registration Certificate.....

Date and place of departure.....



सत्यमेव जयते

APPENDIX XXI

VESSELS UTILIZATION AND PERFORMANCE REPORT FORM OF USA

Form MA-7801
(Rev. 1-51)U.S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION
WASHINGTON 25, D.C.

VESSEL UTILIZATION AND PERFORMANCE REPORT

Dry Cargo Vessels entering United States
Ports in Foreign Trade

DRY CARGO—Inbound Budget Bureau No. 41-R13334-2

1. NAME OF VESSEL		<input type="checkbox"/> M.V.	<input type="checkbox"/> S.S.	MA USE ONLY	
2. VOYAGE NO.		3. FLAG OF VESSEL			
4. GROSS TONNAGE		6. TYPE OF VESSEL <input type="checkbox"/> Freighter <input type="checkbox"/> Combination <input type="checkbox"/> Other			
5. DWT. TONNAGE		(specify)			
7. PORT OF ENTRANCE		8. DATE OF ENTRANCE MONTH DAY YEAR			
9. NAME OF LINE FOR THIS VOYAGE		MA USE ONLY			
NATIONALITY					
10. OWNER OF VESSEL					
NATIONALITY					
11. OPERATOR OR OPERATING AGENT FOR THIS VOYAGE					
12. AGENT AT PORT OF ENTRY					
13. (a) CHARTERER FOR THIS VOYAGE					

Instructions

I. This report must be filed in duplicate with the Collector of Customs before midnight of the tenth day (not including Saturdays, Sundays, or holidays) after entering first United States port, for transmittal to the Maritime Administration, by the operator or agent of every dry cargo vessel of 300 or more net registered tons carrying cargo, passengers, or in ballast and entering:

- a. A continental United States port from foreign ports.
- b. A port in the Hawaiian Islands, Alaska, or Puerto Rico from foreign ports.

II. This report is not required from a vessel entering port exclusively for repairs, stores, or refuge.

III. All cargo quantities shall be shown in long tons of 2,240 pounds shipping weight, including tare.

IV. In item 6, designate vessels with accommodations for 13 or more passengers as combination type of vessel.

(Copies of instructions in detail may be obtained from the Collector of Customs.)

15. NUMBER OF OFFICERS		NUMBER OF CREW		NATIONALITY	
16. TOTAL CARGO ON BOARD		CARGO TONS (2,240 lbs.)		(b) TYPE OF CHARTER (Time, Voyage, Bareboat, etc.)	
(a) DEFENCE RESPONSIBILITY.....		MAUSE ONLY		CHECK	
(b) INTRANSIT.....		100		14. TYPE OF SERVICE FOR THIS VOYAGE	
(c) ON-CARRIED.....		200		(a) SCHED. BERTH SERVICE	
(d) IMPORTS.....		201		(b) OTHER (Unscheduled or tramp)	
TOTAL.....		300			
17. TOTAL INBOUND CARGO		CARGO ON BOARD ENTERING FIRST UNITED STATES PORT		VESSEL CAPACITY AVAILABLE FOR CARGO (cu. ft.)	
(Including intransit and all other cargo regardless of port of loading)		CARGO TONS (2,240 lbs.)		(Including broken stowage) (cu. ft.)	
(a) DRY CARGO—TOTAL.....					
UNDER DECK—TOTAL.....					
NONREFRIGERATED.....411					
REFRIGERATED.....412					
ON DECK—TOTAL.....423				GALLONS	
(b) LIQUID CARGO IN BULK.....434				GALLONS	
TOTAL FOR SHIP					
18. ON BOARD CLEARING LAST FOREIGN PORT		REVENUE TONS OF CARGO TO BE UNLOADED IN UNITED STATES PORTS			
LONG TONS (2,240 lbs.)		WEIGHT CARGO 1		SPACE CARGO 2	
WATER.....500		20. BUNKERS ON BOARD CLEARING LAST FOREIGN PORT			
STORES.....600		3 <input type="checkbox"/> FUEL OIL		5 <input type="checkbox"/> DIESEL OIL	
BALLAST.....700		4 <input type="checkbox"/> COAL		LONG TONS	
DWT. OF BUNKERS*.....800		21. BUNKERED AT-PORT		LONG TONS	
TOTAL		(a)			

DEADWEIGHT AVAILABLE FOR CARGO.....900		(b) 22. STORES LOADED AT-PORT		6 SUBSISTENCE (Long Tons)		7 ALL OTHER (Long Tons)					
*Total deadweight capacity reserved for use of bunkers on this inbound voyage.		(a) (b)									
23. VESSEL ACTIVITY IN FOREIGN PORTS (List in order of call)		RE- PAIRS		DATE OF				CARGO TONS (2,240 lbs.)		MA USE ONLY	
				ARRIVAL		DEPARTURE					
				MONTH DAY		MONTH DAY					
1.				HOUR		HOUR		DISCHARGED		LOADED	
2.											
3.											
4.											
5.											
6.											
7.											
8.											
9.											
10.											
11.											
12.											
REMARKS											

I hereby certify this to be an accurate and complete report of the utilization of this vessel on the present Inbound Voyage.

NAME OF COMPANY	By	SIGNATURE OF AUTHORIZING OFFICIAL
DATE		TITLE

[illegible]

27. INBOUND PORT-TO-PORT PASSENGER TRAFFIC IN ORDER OF PORTS OF CALL

[illegible]

Form **MA-7802**
(Rev. 1-51)

U. S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION
WASHINGTON 25, D.C.

VESSEL UTILIZATION AND PERFORMANCE REPORT
Dry cargo Vessels clearing United States
ports in foreign trade

Instructions

- I. This report must be filed in duplicate with the Collector of Customs before midnight of the tenth day (not including Saturdays, Sundays, or holidays) after clearing last United States port, for transmittal to the Maritime Administration, by the operator or agent of every dry cargo vessel of 300 or more net registered tons carrying cargo, passengers, or in ballast and clearing from:
 - (a) A continental United States port for foreign ports.
 - (b) A port in the Hawaiian Islands, Alaska, or Puerto Rico for foreign ports.
- II. This report is not required from a vessel departing after being in port exclusively for repairs, stores, or refuge.
- III. All cargo quantities shall be shown in long tons of 2,240 pounds shipping weight, including tare.
- IV. In item 6, designate vessels with accommodations for 13 or more passengers as combination type of vessel.

(Copies of instructions in detail may be obtained from the Collector of Customs.)

DRY CARGO—Outbound

Budget Bureau No. 41---R1333-2.

1. NAME OF VESSEL		<input type="checkbox"/> m.v.	<input type="checkbox"/> s.s.	MA USE ONLY	
2. VOYAGE NO.	3. FLAG OF VESSEL				
4. GROSS TONNAGE	6. TYPE OF VESSEL <input type="checkbox"/> FREIGHTER <input type="checkbox"/> COMBINATION <input type="checkbox"/> OTHER				
5. DWT. TONNAGE	(specify)				
7. PORT OF CLEARANCE	8. DATE OF CLEARANCE				
		MONTH	DAY	YEAR	
9. NAME OF LINE FOR THIS VOYAGE		MA USE ONLY			
NATIONALITY					
10. OWNER OF VESSEL					
11. OPERATOR OR OPERATING AGENT FOR THIS VOYAGE					
NATIONALITY					
12. AGENT AT PORT OF CLEARANCE					
13. (a) CHARTERER FOR THIS VOYAGE					

15. NUMBER OF OFFICERS		NUMBER OF CREW		NATIONALITY	
16. TOTAL CARGO ON BOARD		CARGO TONS (2,240 lbs.)		14. TYPE OF SERVICE FOR THIS VOYAGE	
(a) DEFENSE RESPONSIBILITY.....			100	CHECK	
(b) INTRANSIT.....			200	(a) SCHED. BERTH SERV.	
(c) ON-CARRIED.....			201	(b) OTHER (Unscheduled or tramp)	
(d) EXPORTS.....			300		
TOTAL.....					
17. TOTAL OUTBOUND CARGO		CARGO ON BOARD CLEARING LAST UNITED STATES PORT		VESSEL CAPACITY AVAILABLE FOR CARGO (cu. ft.)	
(Including intransit and all other cargo regardless of port of loading)		CARGO TONS (2,240 lbs.)		SPACE OCCUPIED (Including broken storage) (cu. ft.)	
(a) DRY CARGO—TOTAL.....					
UNDER DECK—TOTAL.....					
NON-REFRIGERATED.....		411			
REFRIGERATED.....		412			
ON DECK—TOTAL.....		423			
(b) LIQUID CARGO IN BULK.....		434		GALLONS	
TOTAL FOR SHIP					
18. ON BOARD CLEARING LAST UNITED STATES PORT		LONG TONS (2,240 lbs.)		19. REVENUE TONS OF CARGO LOADED IN UNITED STATES PORTS	
WATER.....		500		WEIGHT CARGO 1 SPACE CARGO 2	
STORES.....		600			
BALLAST.....		700		20. BUNCERS ON BOARD CLEARING LAST UNITED STATES PORT	
DWT. OF BUNKERS*.....		800		3 <input type="checkbox"/> FUEL OIL 5 <input type="checkbox"/> DIESEL OIL	
TOTAL.....				4 <input type="checkbox"/> COAL LONG TONS	
DEADWEIGHT AVAILABLE FOR CARGO.....		900		21. BUNKERED AT-PORT	
				(a) (b)	
				22. STORES LOADED AT-PORT	
				(a) (b)	
*Total deadweight capacity reserved for use of bunkers on this outbound voyage.				6. SUBSISTENCE (Long Tons) 7. ALL OTHER (Long Tons)	

23. VESSEL ACTIVITY IN UNITED STATES PORTS (Last in order of call)	REPAIRS				DATE OF				DEPARTURE				CARGO TONS (2,240 lbs.)		M.A. USE ONLY	
	MONTH	DAY	HOURL		MONTH	DAY	HOURL		DISCHARGED	LOADED			HOURS			
1.																
2.																
3.																
4.																
5.																
6.																
7.																
8.																
9.																
10.																
11.																
12.																

REMARKS

I hereby certify this to be an accurate and complete report of the utilization of this vessel on the present Outbound Voyage.

NAME OF COMPANY

By

SIGNATURE OF AUTHORIZING OFFICIAL

DATE

TITLE

MA USE ONLY—PORTS										
MA USE ONLY—MANIFEST										
24. SCHEDULED FOREIGN PORTS OF DISCHARGE FOR CARGO LOADED IN U.S. PORTS <i>(List below in order of call)</i>	UNITED STATES PORTS AND CARGO TONS OF 2,240 LBS. LOADED <i>(List across in order of call)</i>									

25. PORTS OF LOADING IN ORDER OF CALL	CARGO TONS CARRIED BETWEEN UNITED STATES WAY PORTS (Port of Discharge in order of call) INCLUDE ALL DOMESTIC CARGO LOADED AND DISCHARGED AFTER ENTERING FIRST U.S. PORT	
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
<i>MA USE ONLY--PORTS</i>		
26. PORTS OF EMBARKATION IN ORDER OF CALL	NO. OF PASSENGERS CARRIED BETWEEN U.S. WAY PORTS (Port of Debarcation in order of call) INCLUDE ALL PASSENGERS CARRIED BETWEEN U.S. PORTS AFTER ENTERING FIRST U.S. PORT	
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		

UNITED STATES DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION

Washington 25, D. C.

DRY CARGO VESSELS

Instructions for Preparation of Vessel Utilization and Performance Report
(MA Forms 7801 Inbound and 7802 Outbound)

Vessel Utilization and performance reports (Forms 7801) Inbound and 7802 Outbound) must be filed in duplicity with the Collector of Customs for transmittal to the Maritime Administration by the operator of every dry cargo vessel of 300 or more net registered tons carrying cargo, passengers or in ballast for each inward and outward voyage in the foreign trade of the United States.

These reports must be filed before midnight of the tenth day, not including Saturdays, Sundays or holidays, after entering the first United States port (Form 7801) or clearing the last United States port (Form 7802) *en route* between:

- (a) A continental United States port and foreign ports.
- (b) A port in the Hawaiian Islands, Alaska or Puerto Rico and foreign ports:

Provided, however, vessels departing from a continental United States port to clear for foreign ports from a port in the Hawaiian Islands, Alaska, or Puerto Rico shall file Vessel Utilization and performance Report, M. A. Form 7802 (Dry Cargo Outbound) with the Collectors of Customs at the continental port of departure and also at the non-contiguous port of clearance. Likewise vessels entering a non-contiguous port to depart for a continental United States port shall file M.A. Form 7801 (Dry Cargo Inbound) with the Collectors of Customs at the non-contiguous port of entry and at the first continental port of arrival.

Vessels under U.S. Department of Defence control or operation, including those under voyage or time charter, are not required to file.

Explanation of the items required to be reported on Vessel Utilization and Performance Reports is shown below:

- ITEM 1. *Name of vessel.*—Check initials (MV or SS) which apply and insert name of vessel exactly as documented.
- ITEM 2. *Voyage number.*—Insert voyage number assigned by owner.
- ITEM 3. *Flag of vessel.*—Indicate nation by which vessel is documented.
- ITEM 4. *Gross tonnage.*—Report registered gross tonnage.
- ITEM 5. *Deadweight tonnage.*—Report total deadweight tonnage. Indicate whether summer (s) or winter (w).
- ITEM 6. *Type of vessel.*—Vessels with *accommodation* for 13 or more passengers should be reported as *combination* vessels; steam and motor vessels with *accommodation* for 12 or less passengers should be reported as freight vessels: "other" types of vessels include sailing vessels, car ferries, etc.
- ITEM 7.—*Port of Entrance or Clearance.*—Indicate the United States port at which the vessel officially filed entrance or clearance papers with the Collector of Customs.
- ITEM 8. *Date of Entrance or Clearance.*—Show the date that entrance or clearance papers were filed with the Collector of Customs and not necessarily the date vessel arrived at port or departed.

- ITEM 9. Name of Line.**—Show the trade name of the *Line* (if any) for which this voyage is made—not the name of the operating company or operating agent. *Nationality.*—Show the nation in which the actual headquarters of the *Line* is situated.
- ITEM 10. Owner of Vessel.**—Show the name of the owner of the vessel as recorded in the nation of documentation. *Nationality.*—State the nation in which the organization or individual is incorporated, licensed, or otherwise granted permission to operate in foreign trade.
- ITEM 11. Operator or operating agent.**—State the name of the organization or individual actually operating the vessel on this voyage, regardless of whether the operator is the same as the owner shown in item 10.
- ITEM 12.—Agent at Port of Entrance or Clearance.**—Where the operator or operating agent is not located at the port of entrance or clearance, state the name of the agent representing same.
- ITEM 13. Charterer.**—State the name of the organization or individual actually entering into the charter party for the operation of this voyage and name the nation in which such organization or individual is incorporated, licensed or otherwise granted permission to operate in foreign trade.
- ITEM 14. Type of service.**—Indicate under (a) all scheduled berth sailings, known as *Liner* service. This is the type of service offered by regular line operators. The itineraries and sailings schedules of vessels in *Liner* service are usually predetermined and fixed (b) regular sailings not on berth, including industrial or proprietary and all other service such as unscheduled or tramp.
- ITEM 15. Number of officers and crew.**—Report the captain, mates, chief and assistant engineers, surgeon, purser, and radio men as officers. Report all others as crew.
- ITEM 16. Total cargo on board.**—Show all cargo on board when entering the first or clearing the last U.S. port as the case may be. Under (a) *Defence responsibility* report the tonnage of cargoes transported for U. S. Department of Defence responsibility on commercially operated vessels irrespective of the kind of goods or terms of affreightment. Under (b) *intransit* indicate the tonnage of cargo on board originating at a foreign port or city and destined to a foreign port or city passing through the U. S. under customs custody or inbound. Under (c) report oncarried cargo, i.e., cargoes lifted at a foreign port, destined to a foreign port that remains on board the vessel and does not enter into customs custody. Under (d) report all goods carried as exports or imports in U. S. foreign trade.
- ITEM 17. Total Inbound or Outbound cargo.**—The purpose of item 17 is to record the extent of lading of the vessel as it enters the first or clears the last U.S. port. The stub indicates the location of the cargo aboard vessel and the headings provide for weight—space relationship of cargoes as stowed on board (Not in the pile on dock). Under the heading *cargo tons* report the actual *shipping weight* of cargo. Under *Space occupied* show the actual cubic space taken up by cargoes in the holds including broken stowage. Under *Vessels capacity available for cargo* report the cubic space actually available for cargo on this inward or outward voyage, by location.
- NOTE.**—If dry cargo is stowed in refrigerated space or in deep tanks indicate by the word (dry) in the stub.
- ITEM 18. On Board clearing last Foreign (or United States Port).**—Record the weight in long tons of water, stores, and ballast and show the *deadweight capacity reserved for bunkers*—not the actual weight of bunkers. Include in "ballast" dunnage or other items not provided for. Indicate the deadweight actually available for cargo on this one-way voyage.

ITEM 19. *Revenue tons.*—Report the number of tons of commercial freight (excluding defense responsibility) carried on a weight basis the number of tons carried on a space basis. In berth service applicable tariffs will control. In other than berth service report according to the terms of the fixture or affreightment. There should not be any duplication in the tonnages shown.

ITEM 20. *Bunkers on Board.*—Indicate the type of fuel and report the number of long tons on board clearing the last foreign or United States port as the case may be.

ITEM 21. *Bunkered at Port.*—Show the port or ports at which bunkers were taken abroad and the number of long tons at each.

ITEM 22. *Stores loaded.*—Report the port or ports where stores were loaded and the quantity at each segregating subsistence stores from all other. No distinction need be made between stores intended for use of passengers or crew.

ITEM 23. *Vessel activity in ports.*—List all ports in order of call. Report each call irrespective as to whether cargo was handled or not and show the month, day, and hour of arrival and departures and the cargo discharged and loaded at each. (Show the nearest hour according to the 24 hours system i.e., 12 midnight = 0, 12 noon = 12, 1 p.m. = 13, 2 p.m. = 14, etc.) If call was made for bunkers only indicate (by bunkers) in the columns headed "cargo tons". If repairs were made to the ship, indicate in each instance the ports at which such activities occurred by a check in the column "Repairs". Under "remarks" explain briefly and unusual length of time in port such as congestion, strikes, etc.

ITEM 24. *Cargo tons—port-to-port.*—List foreign ports in the stub and U.S. ports in the heading in the order of call and show the total tons of cargo moving between them. Segregate and report separately cargoes moved for U.S. Department of Defense responsibility customarily under military bill of lading or space charter.

ITEM 25. *Way cargo—inbound.*—Show the movement of cargoes between foreign way ports since last clearing the United States in foreign trade. List ports of loading in the stub and show ports of discharge in the heading in order of call and insert amount of port-to-port traffic in tons of 2,240 lbs. in the appropriate blocks.

NOTE.—All vessels of U. S. registry regardless of service are required to report this item. Foreign flag vessels employed in berth service, and those employed in other than berth service and regularly operating in U.S. foreign trade are required likewise to report this item. Foreign flag vessels operating occasionally only in U.S. foreign trade are not required to report. *Outbound.*—Show the movement of cargoes between domestic way ports since entering the first continental or non-contiguous United States port on the preceding inbound voyage. List ports of loading in the stub and show ports of discharge in the heading in order of call and insert total port-to-port movement in tons of 2,240 lbs. in the appropriate block.

NOTE.—Since only vessels of United States registry may carry cargo in the domestic trades, there is nothing for foreign flag vessels to report but all U.S. flag vessels are required to report this item.

ITEM 26. *Way passengers—inbound.*—Show the movement of passengers between foreign way ports since last clearing the United States in foreign trade. List ports of embarkation in the stub and show ports of debarkation in the heading in order of call and insert the total port-to-port passenger movement in the appropriate block.

NOTE.—Only passenger and combination passenger-cargo vessels of United States and foreign registry are required to report this item. Freight vessels with a capacity of 12 passengers or less need not report.

Outbound.--Show the movement of passengers between domestic way ports since entering the first continental or non-contiguous United States port on the preceding inbound voyage. List ports of embarkation in the stub and show ports of debarkation in the heading in order of call and insert the number of port-to-port passengers in the appropriate block.

NOTE.--Since only vessels of United States registry may carry passengers in the domestic trades, there is nothing for foreign flag vessels to report but all U.S. flag passenger and combination passenger-cargo vessels are required to report this item. Freight vessels with a capacity of 12 passengers or less need not report.

ITEM 27. Port-to-port Passenger Traffic.--All vessels of United States and foreign registry that carry passengers in the foreign trade of the United States are required to report this item. Show the port-to-port movement of passengers and indicate the class of accommodations.

- (a) On essels which have three classes of passenger accommodations, designate: Top class accommodations as First Class, Middle Class accommodations as Cabin Class, Lowest class accommodations as Tourist Class.
- (a) On vessels which have three classes of passenger accommodations, designate Top class accommodations as First Class. All other accommodations should be designated on the basis on which they are sold, i.e., or tourist depending on the ticket classification or description.
- (c) On vessels which have only one class of passenger accommodations including freighters with accommodations for 12 or fewer passengers, show all accommodations as "One Class". Passengers that are travelling round trip and remain with the vessel for the entire round voyage should be reported accordingly as a separate item on both the inbound (Form 7801) and the outbound (Form 7802) reports. Include military personnel in the class of accommodations occupied and show the total number of military personnel in all classes combined in the space provided. Include as military personnel all personnel of the United States armed forces, and members of their families travelling only on Government order. Show the actual available passenger capacity of the vessel for each inbound and outbound voyage.

Nationality of passengers.--Show United States citizens in the spaces provided and citizens of all other nations in the spaces "Other than United States". Foreign flag vessel operators should indicate in the appropriate spaces the number of nationals abroad identical with the flag of the vessel and group citizens of all other foreign nations in the spaces "all other".

NOTE.--If more space is required for any item on Forms 7801 and 7802 than is provided use an additional copy of the proper form.

APPENDIX XXII

TEXT OF INSTRUCTIONS IN THE UNITED KINGDOM REGARDING THE CONDITIONS UNDER WHICH RETURNS ON SHIPPING STATISTICS ARE SUBMITTED

1. Foreign trade is defined, for the purpose of these returns, as comprising vessels proceeding *direct* from any foreign port to a port in the U.K. or *vice versa*, or proceeding from one port to another in the U.K. so long as they have on board cargo or mail shipped abroad or shipped in the U.K. for discharge abroad or passengers from or for a foreign port.

2. Coasting trade is defined as embracing vessels *exclusively* employed between ports in the U.K.

3. For the purpose of these returns, as for the Trade and Navigation Accounts, the U. K. includes the Isle of Man.

4. The following vessels are excluded from the returns—

- (i) Vessels of war.
- (ii) Pleasure yachts mailed privately.
- (iii) Tugs engaged on the Coasts of the United Kingdom.
- (iv) Vessels entering ports for shelter through stress of weather or being windbound.
- (v) British fishing vessels.

5. Returns on foreign trade however include—

- (i) New vessels departing in ballast,
- (ii) Vessels calling for bunkers, orders or repairs,
- (iii) Vessels calling to land or embark passengers only,
- (iv) Tugs reporting from or clearing for foreign territorial waters.
- (v) Vessels other than war vessels employed solely on Government service.

6. Returns on foreign trade are posted by the Customs Officers at the various ports to the Board of Trade on the evening of every weekday except in the case of ninety minor ports in the U.K. from which returns are only submitted three times a month.

7. Returns on coasting trade are posted to the Board of Trade once a month.

8. Vessels arriving at a U.K. port with cargo and/or mail or with passengers only are recorded as arriving from the first port at which the cargo, mail or passengers were loaded or embarked.

9. Vessels departing from a U. K. Port with cargo and/or mail or with passengers only are recorded as departing for the country of the last port of discharge or disembarkation.

10. Vessels in the foreign trade calling during the course of a single voyage at more than one port of United Kingdom are recorded as entered and cleared at one port only (usually in the case of entrances at the first port at which cargo is unloaded and in the case of clearances at the first port at which cargo is loaded). They are recorded as arrived and departed however at each port.

11. The full authority for the furnishing of these returns by Customs Officers is contained in the Customs Code, Vol. 5, Part 5.

APPENDIX XXIII

MONTHLY REPORTS WHICH THE JAPANESE SHIPPING COMPANIES HAVE TO SUBMIT TO THE MINISTRY OF TRANSPORT, JAPANESE GOVERNMENT,
IN RESPECT OF OPERATION & REVENUE & EXPENSES OF THE JAPANESE VESSELS

Form 1. *Monthly Report on Operation of Vessels*

Operator Location.....

Name of Owner	Name of Vessel	No. of Vessel	Gross tonnage	Deadweight tonnage	Grain measurement	Bale measurement	Kind of Engine	Kind of Fuel	Class																			
Knot	Type	Port of Origin	Port of Destination	Freight Tonnage Revenue	Operation in the course of the month (voyage, loading, unloading, fueling or repair etc.)																							
				by Currency	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
				Unit Total																								
Port of Embarkation	Passenger carried	Port of Disembarkation	No. of Passenger	Not in operation due to repair etc.	Fuel consumed	At sea		In port		Voyage miles	Remarks																	

NOTE.—This report should be prepared separately according to the following classification: coastwise passenger liner, international passenger liner, international cargo liner coastwise cargo liner, international tramp, international tramp, coastwise tramp.

Operator of Vessel.....
Name

	Revenue			Expenses			Remarks
	Dollar	Sterling	Open account Yen	Dollar	Sterling	Open account Yen	
Freight charge	.	.	.				
Passenger fare	.	.	.				
TOTAL	.	.	.				
Charterage	.	.	.				
Operation Expenses	.	.	.				
Bunker (Quantity of fuel or coal)	.	.	.				
Others	.	.	.				
TOTAL	.	.	.				
Port charges	.	.	.				
Expenses for agencies	.	.	.				
Others	.	.	.				
TOTAL	.	.	.				
Expenses for Freight Conference	.	.	.				
Claims	.	.	.				
Overseas agencies	.	.	.				
Travel expenses	.	.	.				
Others	.	.	.				
GRAND TOTAL	.	.	.				

APPENDIX XXIV

SHIPPING STATISTICS ABOUT ARTICLES AND DEPARTURES AT PRINCIPAL PORTS IN THE UNITED KINGDOM AS PUBLISHED
IN THE BOARD OF TRADE JOURNAL DATED 7TH NOVEMBER 1953.

(Thousand tons net.)

Port	Arrived							Departed						
	With cargo			With cargo and in ballast				With cargo			With cargo and in ballast			
	1952	1953	1953	1952	1953	1953	1953	1952	1953	1953	1952	1953	1953	1953
	Quarterly average	Second Quarter	Third Quarter	Quarterly average	Second Quarter	Third Quarter	Third Quarter	Quarterly average	Second Quarter	Third Quarter	Quarterly average	Second Quarter	Third Quarter	Third Quarter
I	2	3	4	5	6	7	8	9	10	11	12	13		
Blyth . . . . .	.	.	.	.	.	.	.	.	.	.	.	.	119	
Bristol	3	3	9	63	69	63	110	133	108	117	143	119		
Cardiff	631	782	793	670	820	873	143	172	184	576	720	748		
Dover	243	284	298	387	355	425	236	216	230	342	515	518		
Falmouth (including Truro)	682	694	328	377	905	1,290	687	691	822	877	905	1,294		
	25	10	17	293	197	220	2	0	1	435	330	347		
Folkestone	232	203	343	253	226	390	237	172	257	255	227	390		
Grimsby (inc. Immingham)	243	282	270	363	390	359	175	197	188	375	416	407		
Harwich	651	643	782	802	794	968	653	644	784	804	792	967		
Holyhead	330	286	483	351	295	518	332	290	496	350	292	517		
Hull	938	1,119	1,066	1,095	1,283	1,185	457	491	472	1,071	1,199	1,180		
Lancaster	165	148	153	179	165	163	11	4	5	143	128	130		
Liverpool	2,517	2,968	3,102	3,284	3,809	3,954	1,941	1,943	1,936	3,174	3,664	3,667		
London	3,874	4,708	4,886	4,832	5,816	6,030	2,556	2,883	2,942	4,634	5,572	5,895		
Manchester (inc. Runcorn)	870	894	986	958	973	1,092	419	476	555	861	970	1,040		
Middlesbrough	436	507	514	632	790	731	431	483	456	713	753	784		

	1	2	3	4	5	6	7	8	9	10	11	12	13
Newhaven	119	143	130	134	166	122	117	133	130	136	171
Newport (Mon.)	166	191	346	377	336	317	334	326	427	446	452
Plymouth	232	324	435	495	601	16	28	17	428	506	588
Southampton	2,390	2,392	3,543	3,910	4,133	1,751	2,030	2,157	3,462	3,892	4,034
Swansea	667	570	934	866	811	692	634	624	1,080	1,009	916
Tyne Ports	514	630	756	833	942	445	506	647	930	1,021	1,096
Glasgow	958	1,012	1,165	1,214	1,200	722	748	817	1,223	1,248	1,314
Grangemouth	233	237	273	303	323	173	153	172	237	262	275
Greenock	64	116	252	244	306	55	71	48	282	283	414
Leith	135	177	167	202	256	67	87	89	149	183	241
Belfast	156	230	179	210	275	46	48	44	178	183	327
Other ports	1,189	1,515	1,573	1,716	1,973	795	852	945	1,461	1,535	1,822
Total	18,512	20,795	22,283	24,795	27,392	29,673	13,489	14,402	15,505	24,912	27,330	29,565

COASTING TRADE: ARRIVALS AND DEPARTURES AT PRINCIPAL PORTS

Blyth . . . . .	.	.	.	.	.	586	576	524	514	493	455	526	501	461
Bristol . . . . .	.	.	252	275	261	477	472	542	184	198	228	517	552	639
Cardiff . . . . .	.	.	62	51	52	623	670	676	277	284	214	439	488	521
Coves . . . . .	.	.	402	413	530	1,007	1,021	1,479	400	375	498	1,043	1,022	1,486
Hartlepool . . . . .	.	.	6	3	3	212	199	176	177	169	154	227	211	200
Hull . . . . .	.	.	195	173	184	383	404	427	150	156	163	411	447	406
Lancaster . . . . .	.	.	162	163	185	268	233	293	263	243	248	303	268	309
Liverpool . . . . .	.	.	535	523	689	844	839	1,054	491	546	592	957	1,072	1,313
London . . . . .	.	.	2,201	2,101	2,557	2,564	3,190	399	401	405	2,782	2,817	2,144	2,144
Middlesbrough . . . . .	.	.	69	123	290	279	356	55	61	84	185	306	306	323
Newport (Mon.) . . . . .	.	.	41	45	216	245	266	50	54	47	128	154	154	144
Portsmouth . . . . .	.	.	126	127	690	705	937	27	24	22	689	713	713	933
Southampton . . . . .	.	.	505	531	949	1,100	993	839	866	944	1,018	1,188	1,085	1,085
Sunderland . . . . .	.	.	31	32	547	534	499	436	434	390	406	493	470	470
Swansea . . . . .	.	.	70	69	523	508	471	193	150	156	384	357	357	362

APPENDIX XXV

RETURN OF PASSENGERS LEAVING INDIA IN SHIPS BOUND FOR PLACES OUT OF INDIA

I. General Remarks

Ship's name	Official number	Name of the Master	Name of the Line	Name of the Agents	Nationality of the Flag	Net Regd. Tonnage	Total No. of passengers which the ship can legally carry			Final port & country of destination	Names of ports and countries the vessel touch <i>en route</i>
							(a) Saloon	(b) Unberthed	(c) 8		
1	2	3	4	5	6	7				9	10

II. Names and description of passengers embarked at the Port of

Names of passengers	Nationality	Port with which the passengers are contracted to land	Class of Travel (state whether 1st, 2nd, Tourist, Economic, bunkers or unberthed with-out bunks etc.	Ages of Passengers						Profession, occupation or calling of passengers	Purpose and duration of visit (State whether attending International conferences, Official, Business, Education, Health, Pleasure or Others	
				(a) Adults of 12 years and upwards		(b) Children between 1 & 12		(c) Infants				
				Male	Female	Male	Female	Male	Female			
1	2	3	4							5	6	7

(Signature of the Master)

A APPENDIX XXXVI

RETURN OF PASSENGERS BROUGHT TO INDIA IN SHIPS ARRIVING FROM PLACES OUT OF INDIA

1. *General Remarks*

Ship's name	Official number	Name of the Master	Name of the Line	Name of the Agents	Nationality of the Flag	Net Registered tonnage	Total No. of passengers which the ship can legally carry		Name of the port and country from which the vessel started	Names of the ports and countries touched <i>en route</i>
							(a) Saloon	(b) Unberthed		
1	2	3	4	5	6	7	8	9	10	

II. *Names and description of passengers disembarked at the port of*

Names of passengers	Nationality	Port with country of embarkation	Class of Travel (state whether 1st, 2nd, Tourist, Economic, Unberthed with bunk or Unberthed without bunk etc.	Ages of Passengers			Profession or occupation of passengers	Purpose and duration of visit (state whether attending International Conferences, Official, Business, Education, Health Pleasure or Others
				(a) Adults of 12 years and upwards	(b) Children between 1 and 12	(c) Infants		
1	2	3	4	Male Female	Male Female	Male Female	6	7

(Signature of the Master)

APPENDIX X.KVII
RETURN OF PASSENGERS IN THE COASTAL TRADE

Return of Passengers carried in the coastal trade by.....Line of Messrs.....during the Month of.....19..

From	PORT A		PORT B		PORT C		PORT D		PORT E		To (Names of the Ports)
	Saloon	Deck	Saloon	Deck	Saloon	Deck	Saloon	Deck	Saloon	Deck	
(Names of the Ports)											
Port A											
Port B											
Port C											
Port D											
Port E											
Port											
Port G											
Port H											
TOTAL											

(Signature of the Shipping Company)

APPENDIX XXVIII

STATEMENT SHOWING THE 32 PORT GROUPS WHICH WILL BE FURNISHING D. G. SHIPPING WITH CARGO AND OTHER STATISTICS MENTIONED IN CHAPTER XIII

(1) Calcutta	Major Port
(2) Bombay	"
(3) Madras	"
(4) Vizagapatam	"
(5) Cochin	"
(6) Kandla	"
(7) Kakinada	Intermediate Port (i.e. a port handling 1,00,000 tons or over per year).
(8) Masulipatam	"
(9) Cuddalore	"
(10) Nagapattinam	"
(11) Kozhikode (Calicut)	"
(12) Mangalore	"
(13) Tuticorin	"
(14) Alleppy	"
(15) Karwar	"
(16) Ratnagiri	"
(17) Broach	"
(18) Okha	"
(19) Bhavanagar	"
(20) Verawal	"
(21) Porbunder	"
(22) Bedi	"
(23) Navalakhi	"
(24) Mandvi	"
(25) Deptt. of the State of West Bengal dealing with Minor Ports of West Bengal.	
(26) Deptt. of the State of Orissa dealing with Minor Ports of Orissa.	
(27) Deptt. of the State of Andhra dealing with other Minor Ports of Andhra.	
(28) Deptt. of the State of Madras dealing with other Minor Ports of Madras.	
(29) Deptt. of the State of Travancore-Cochin dealing with other Minor Ports of Travancore-Cochin.	
(30) Deptt. of the State of Bombay dealing with other Minor Ports of Bombay.	
(31) Deptt. of the State of Saurashtra dealing with other Minor Ports of Saurashtra.	
(32) Deptt. of the State of Kutch dealing with other Minor Ports of Kutch.	

*As there are no Minor Ports under West Bengal Government, they may send a "nil" statement in each case.